



TRIUMPH TRUMPETER

The Desert Centre - Triumph Register of America
Founded: 1980



December 2012
Vol 33, Issue 10
<http://www.dctra.org>

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6-Pack –USA Club for TR6/TR250 Owners	www.6-pack.org
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International Spitfire Database	www.members.cox.net/spitlist
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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>

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VOL. 33 Issue 10

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On the Cover:

Anyone seen Gene?

NEXT CLUB MEETING:

December 11, 2012 @ 7:00 PM

Denny's Restaurant

650 N. Scottsdale Rd., Tempe, AZ 85281

Come Early to Socialize with other Members

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One Year placement in the newsletter and a link on the
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FULL PAGE: \$100.00

1/2 PAGE:

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EDITORS DESK

Dave Riddle

It was very nice to be able to attend the swearing in ceremony for Bob Branton as he became a Us Citizen on Wednesday, November 14th.



It is not often that one is afforded the privilege to see a room full of people that have completed the long process to surrender their past life and take on citizenship in a new country and to listen to the oath and obligations they willingly accept as part of that journey. Way too many Natural Born Citizens could benefit mightily from a deeper understanding too

A number of the soon to be new citizens were afforded the opportunity to make some remarks. Bob was one of those few. So was a young man that had come here to the US from Iraq.

It was very nice to see most of these new Citizens there to share this moment with family and friends and to see the reaction from them once the paperwork was handed over and the oath taken. The happy smiles preserved on either film or digital media.



The following day, Thursday, November 15th I headed out from Mesa to drive with a friend to Austin to attend the new United State F1 Grand Prix at the brand new Circuit of the Americas race track. Wow what a facility. Be sure to read my travelogue buringed a bit deeper in this issue of the newsletter.



Prez Sez

George Montgomery

This has been a very eventful year with several new activities held. The Historic Route 66 Run in May was a first for me and many of our members. It was an enjoyable event and some folks are considering participating again next year. Some of those folks are thinking of a run about the same time on Rte 66 but going a different direction (heading East) for different scenery.

Hosting the Triumphest here in Flagstaff was a very rewarding event. I still can't sing enough praise for George Durkin, Marie Thompson and all of their volunteers too numerous to try to list. I think it's a unanimous opinion that the DCTRA has shown what Arizona has to offer and has set a high standard for future Triumphests.

Stu Lasswell has lead a group (unofficially I know, Stu) and has encourage a lot of interest with our members as well as recruiting new members from that crowd. I used to run my TR4 often in SCCA events in El Paso, Texas back during the mid 60's through the early 90's. My TR4 had front adjustable shocks set on the stiffest settings. The rear shocks on the TR4 were flushed clean with alcohol and refilled with STP oil additive. The standard lever-action shocks used 15 lb weight oil. When rebuilt with racing valves, the shocks became very stiff and more suitable for racing. This poor boys solution was to replace the standard oil with STP which was 90 lb weight oil. That accomplished the same thing. I also had a roll bar and the widest wheels and tires allowed and still stay within my class; that's the best that I could afford on a soldiers pay at that time. The best that I ever won was a 4th place. The '73 Spitfire that I had between 1978 and 2008, also had the widest wheels and tires, and an overdrive that was wired to operate in all 4 gears. I could start in 1st shift to 2nd, then toggle the gearshift switch in and out of overdrive for a very quick 2nd /3rd and back to 2nd again. I won a couple of 3rd place trophies in Oklahoma and Tulsa and a 2nd place at a VTR National meet in

either Dallas, TX or Albany, NY. At Triumphest 2012 I tried a couple of runs but my TR6 ran poorly at that altitude. I had not adjusted the ZS carburetors and the engine would just bog down upon acceleration. After my "busy season" this spring, maybe I can get the car set up to run at some of the autocrosses next year. Watch for me Stu.

Don't forget about our Christmas Party at John and Lila Truttman's house on the 15th of this month. Details can be found on the DCTRA web site.

Also, the Election Brunch is to be held in January on Sunday the 12th, at the Landmark Restaurant in Mesa, AZ. Note that this a change back to a Sunday as we use to have. Within a few weeks Dave Riddle will be setting up an email for you to select your menu choice. Watch for it!

I will look for you at the business meeting, Tuesday, December 11th.

George M Montgomery
DCTRA, Pres.

Minutes of the November Meeting

Bev Peterson

President George Montgomery opened the meeting at 7:00 p.m. on Tuesday, November 13, 2012 at DENNY'S RESTAURANT at 670 N. Scottsdale Road in Tempe.

37 people signed the roster:

Dennis Barnes
Jim Bauder – drove a TR
Pete Bowen
Bob Branton
Bill Close & Bert Staddon
Marlene & Virgil Cole
Trudy Crable

Michael & Jackalyn Divine
Chris & George Durkin
Dave Fore
Gene Glenn
Ron Gurnee
Chip Hiding
John & Beth Horton
Sue Jane & Jim Hughes
Jody Kerr
Armand LaCasse – drove a TR
Stu Lasswell – drove a TR
Bob McIlravy
Joe Minnick – drove a TR
George Montgomery – drove a TR
Pete & Bev Peterson
John & Matt Reynolds – drove a TR
David Riddle
David Stephens
Marie Thompson
Steve & Liz Thompson
Kiwi Treolar

6 TRIUMPHS WERE DRIVEN TO THE MEETING!

VISITORS: Bo Shaw from Ridgecrest, CA, was an attendee at Triumphest and is now visiting in Phoenix. He owns a 1958 TR3A and a 1976 Spitfire 1500. He arrived early and could not stay for the meeting.

MINUTES: The October 9, 2012 minutes were approved as submitted.

TREASURER: John Reynolds distributed a written financial report on Triumphest. The club did not lose money. Club members discussed opening a CD for “seed money” for the next time we host Triumphest. He also reported on other club accounts.

MEMBERSHIP: Trudy Crable talked about moving unpaid members to an inactive list. She said that she will send reminder notices to everyone whose membership expires at the end of this year. She added that the membership list on the website is now up-to-date showing all paid members.

NEWSLETTER: Dave Riddle said the newsletter was out and commented on an upcoming race he will be attending in Austin, Texas. He added that information about the club Christmas Party to be held on December 15th at the Truttman’s home is on the website, including information about the gift exchange and what dishes to bring to share.

AAHC: John Horton reported that we still need to fight House Bill #2491 which authorizes public-private partnerships to build toll roads in Arizona. Jim Bauder and Joe Minnick both commented about toll roads and their funding. John Horton also spoke about the AAHC Car Show which will be held at Sanderson Ford on February 2, 2013. He said the Sanderson Museum located there has vehicles, automobilia and a lot of other interesting stuff and will be open during the car show.

OWNERSHIP UPDATES: David Stephens reported that he is awaiting delivery from Pennsylvania of his “new” TR250. He said time will tell as to what condition it is in.

EVENTS: Matt Reynolds reported that he is now able to upload all British car events to the calendar on our website. Check for future events and get more information in the newsletter and on our website: www.dctra.org

TECHNICAL: Armand LaCasse didn’t have any technical matters to report but, in his capacity as club historian, brought a box full of old newsletters from other British car clubs. He distributed these to several club members who volunteered to contact those clubs and see if they would like to have them for their archives. Pete Bowen asked for advice about purchasing new tires for his TR3. John Reynolds recommended Gunnells Tires at McKellips & Gilbert Rd. in Mesa and Bob Branton recommended both Tom Tucker Tires at Bell Road & Phelps Rd. and Tucker Tires at Camelback Rd. & 11th St. John and Bob said these were some of the few places in the valley that could mount tires properly on wire wheels.

OLD BUSINESS: After some additional informa-

tion from Jim Hughes and discussion among club members concerning the pros and cons of each location, a vote was taken to determine whether to keep the regular monthly club meetings at the current location at Denny's or to move to El Zaribah shrine. Denny's won 34 to 3. Several members talked about getting a sound system to use to be heard over the background noise. George Montgomery said Denny's has no objection if we do this. Bob Branton suggested that, when the President conducts the meeting, he should stand at one end of the room instead of in the middle.

NEW BUSINESS: Trudy Crable said Linda Nicholson just had surgery on her shoulder. A motion was made and passed to spend club funds to send her flowers. Trudy will order them.

Beth Horton suggested the club come to a decision about charitable donations before we were too late for the holidays. Several members recommended various charities and discussion followed concerning the amount to donate. It was agreed by those present to donate \$300 each to the 4 charities that won the most votes. From a field of 7, the resulting winners were The Salvation Army, St. Mary's Food Bank, Los Ninos and Hospice of the Valley.

George Montgomery informed everyone that Bob Branton (British Bob) will become a US citizen tomorrow, November 14th. Congratulations were extended to Bob from all members present!

NOMINATION OF OFFICERS:

President: George Montgomery

VP/Events: Matt Reynolds

Treasurer: John Reynolds

Secretary: Betsy Kavash

Marie Thompson

Nominations will also be taken at the December meeting.

With no other business, the meeting adjourned at 8:30 p.m.

Submitted by:

Bev Peterson, Secretary



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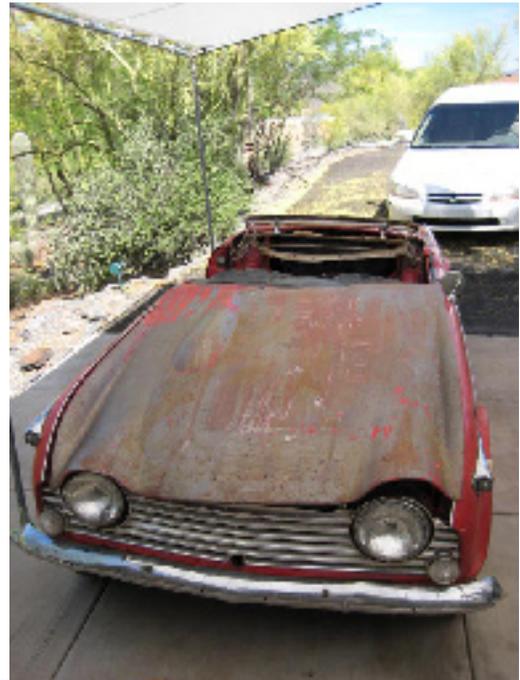
Formerly the TR8 Car Club of America

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 #: _____

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:

Calendar of Events

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

Christmas party coming up next weekend on the 15th. Please check out the link below for all the info and be sure contact John or Lila at 623-594-7322 to RSVP as soon as possible.

Visit DCTRA.ORG and click on the Dec 15th Calendar item for details and directions

Arizona Auto Scene (www.arizonaautoscene.com) is Arizona's newest, most complete resource for automotive related events, cruises, news and more. We also feature free classified ads. Please take a look. If you like the site, please share it with your friends.

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.

JIM MEDLAND, President
JEFF GIROUX, Parts Mgr.



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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.

SCCA Autocross School

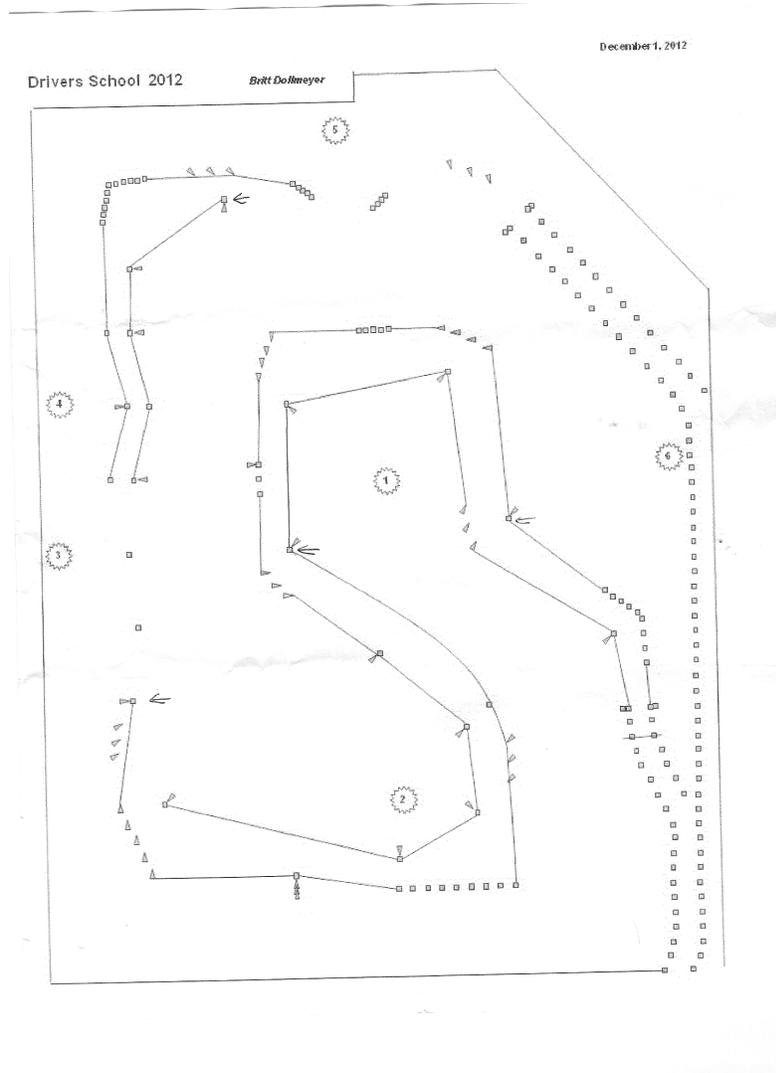
John Nuss

Of course, one has to get up early in the morning for a car event. I'm glad the drive was just down the freeway to Firebird just west of I-10. I arrived around 7:00AM and signed the waiver, donned the wrist band that meant that I belonged on the property; later I signed the weekend membership for SCCA and got to wear another band. Next a drivers' meeting and walking the autocross course.

My instructor, Kevin, was very helpful in pointing out the particular cones I should "aim" for- my words, not his. It gave me the impression that in setting the car up for one turn required setting up the previous turns. Almost as if a driver determines the "line" from the finish line and works toward the start line. It reinforced the concept that one must drive looking to the next point, cone, then past that one and to the next. Often I forget that and drive from cone to cone making the run a series of many turns instead of one. Looking at the course map, there appeared to be three turns, but, in reality, they became one.

Part of the experience is working the course- watching for cars off course, replacing cones knocked out of place, and general safety of workers and cars. Working the course provided an opportunity to watch other drivers. Seems that if nearly everyone hits the same cone, locks the tires at the same place it must be a tough section to negotiate.

At last, my turn on the course. I remembered the three points the instructor talked about



while walking the course. Kevin and I put on the helmets and buckled in. I was surprised at how much I remembered to do. Go a bit wide at one point- stay as close as possible to that cone. Most of what I heard from Kevin during the run was, "Keep on the gas! More, more more! Don't let up!" We finished with a 43.525 and I felt I had just set the lap record. The neat part about the school was that the instructor and I reviewed the time and where on the course I should have pushed more, let up the throttle and actually pushed the brake pedal. We determined over the next few runs that the shift

from first to second needed to be early in the run and in only one place needed to little push on the brake pedal.

One of the goals I had was to learn to drive with less drama- I know I tend to treat the brakes and throttle as all or nothing. Sure enough, I was able to have a better concept of

easing the brakes and rolling on the throttle. I learned that to get through the slalom it is necessary to set up a rhythm and turn the steering wheel before the car is passed each cone. So Kevin and I figured at the end of the six runs I had pretty much gotten the most out of the car, at least for now. The best time of the morning was 40.292.

During the afternoon sessions (again seven runs) the instructor, Dan, and I talked about changes in weight transfer by accelerating and braking. With some of the cars, it seemed that as the car started to slide adding throttle or brake would help “tame” the car. By accelerating, the weight goes to the rear of car and may be enough to improve traction at the rear. Braking transfers weight to the front putting pressure- adding weight to improve tire contact on the steering wheels. Whatever we did must have helped because the best time was 39.508. That’s really close to a four second improvement. I think we were getting all we could from the car. Some suggestions were to add negative camber on the front wheels and more throttle- check the pedal- carburetor connection, and investigate some toe-in on the rear wheels. For the driver, I think there is more to learn.

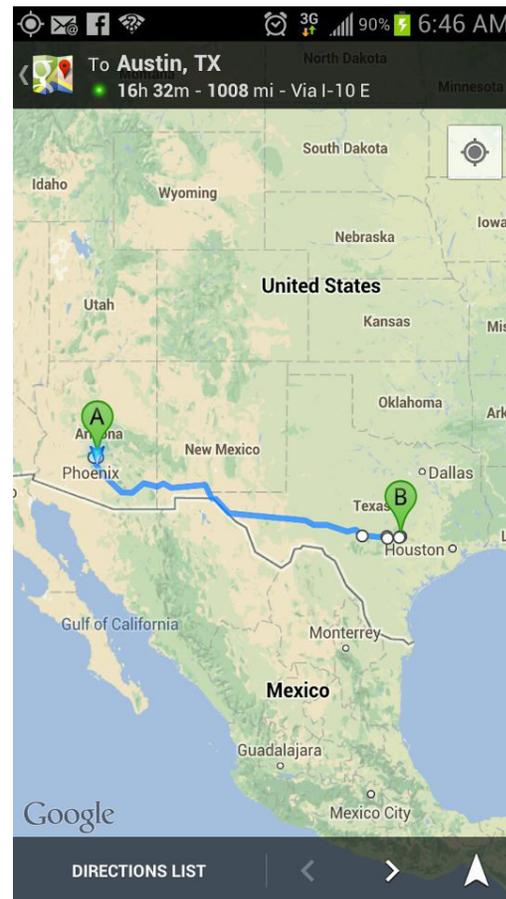
Interesting to note that the kids in the Scions and Subaru s, and the old guys in the Honda s were turning times in the low thirties. Maybe that’s the way it should be. After all, forty or fifty years of development should lead to improvements to the cars. Oh yes, there were two other “vintage” cars- a ‘66 Camaro and a ‘66 Corvair Corsa, and several vintage drivers.

Road Trip to the US F1 GP in Austin

Dave Riddle

Just over a month ago an old friend called me up to inform me that his son was not going to be able to go to the F1 race to be held at the brand new track in Austin TX and would I want to go? Silly question. So at 6:46am on Thursday, November 15th Scott

and I headed out from Mesa in Scott’s Mini Cooper S to make the 16 hour and 32 minute Google Maps estimated drive. Needless to say it did not take us that long (cough... 12 hours)



Due to the miracles of modern technology family and friends were able to track our journey cross county as we checked in to cities and meal stops via Foursquare and posting updates and photos to Facebook.

Over the years Scott and I have been limited to seeing each for just a few hours a year when we arrange our schedules to meet for lunch so we had lots of catching up to do and before we knew it we had driven through Arizona and New Mexico and had arrived in El Paso right at lunch time (5 or so hours for those keeping track). If you find yourself in El Paso at lunch or dinner time allow me to recommend Rancher’s Grill. The food and service was good and the complimentary rolls were excellent.

We were making excellent time, singing out loud to good songs and engaging in lots of catching up with each other’s lives. It helped to make good time by having a “rabbit” run in front to sweep the highways and byways for us since my Radar detector is on the blink and I had been unable to find one to borrow before we headed out.

Following one of our fuel stops we had lost the rabbit we had been running with and thus had to dial it back for a time. Fortunately the nice Texas Highway Patrolman that we meet during one of those stints merely advised us that 80 meant 80 and not 85.

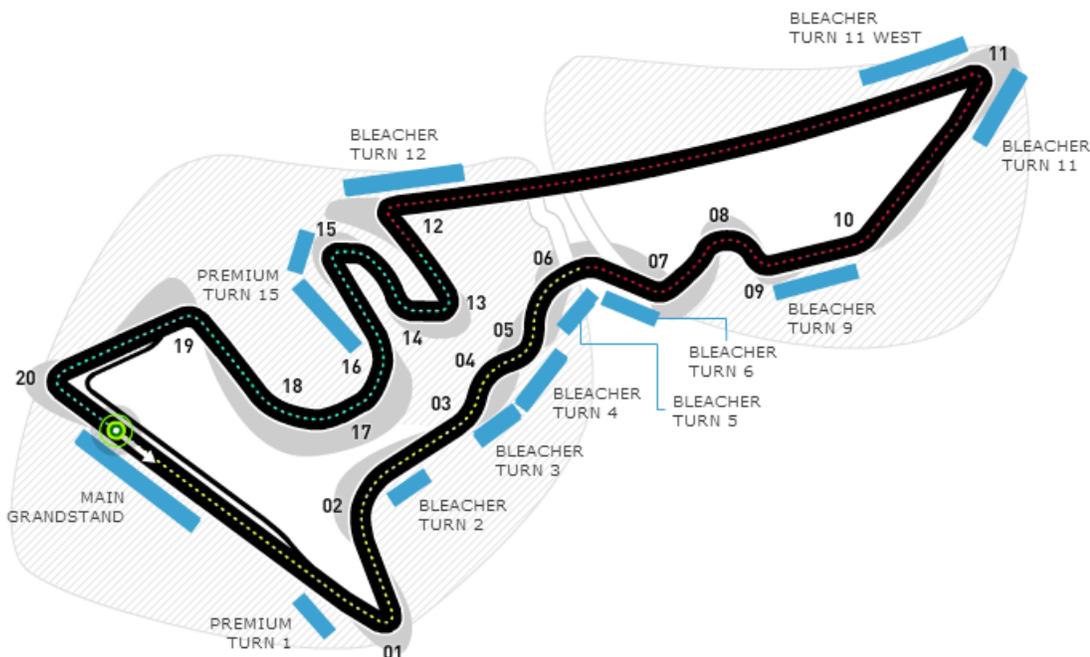


Eventually we were able to be passed by another rabbit and again gave chase.

While parking is provided at the track for an outrageous fee we elected to make use of the Shuttle Bus service the track was running. Friday



morning we parked downtown in the State Capital parking garages and took one of the 500 buses that had been brought in to ferry people back and forth. I must say for a first time even they made the transportation very nice. I give them a good solid A for the effort. Although with 500 buses being brought in from all over the state the bus drivers were under a learning curve too. Ours got lost on the way and had to make three detours including making a U-turn in the parking lot of a Fire Station. Eventually we did get to the track.



Once arriving at the bus drop off point you walk what seems like at least a mile to get to the gates to show your ticket. You enter the facility onto to the plaza located between Turns 15 and 19. Looking at the map and seeing where our seats were in the Turn 4 grandstands I wanted to ride the little amusement park like shuttles. The track in Austin is brand new and this

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GT6 Engine

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

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
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480-759-6840



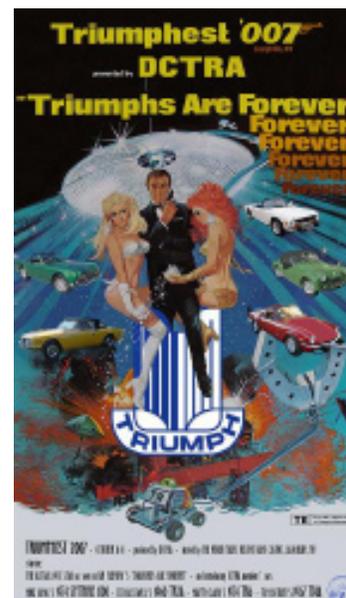
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We still have copies of the Triumphest 2007 Event Poster. Don't have one hanging in your garage? Get one! Free to a good home (or garage!) Contact Dave Riddle at 480-610-8234 or via email: dave@microworks.net to arrange to get one at a Club Meeting

was the first event they had ever hosted so the Courtesy Staff was still learning too. We asked an attendant where the shuttle pick up was and he informed us that there were two pick up points. One that drove clockwise (those shuttles we could see and it looked like it would be taking the LONG way around to get to Turn 4) and a shuttle that drove counter clockwise and he directed us and a bunch of other people to where he said the pickup point was. Needless to say that was NOT a pickup point and after we had all waited

as parts of Turns 13-14 and Turns 17-18. The sun was always to our back so wearing a hat with a towel/rag to shade your neck was all that was needed. Due to the openness of the track at that point ear protection was even optional. Sometimes I had the plugs in and other times I did not.

I also must give the organizers an A+ for the "restroom" facilities. I have never seen so many port-a-johns in my life. Even with 120,000 people in attendance there was never a need



a considerable time we discovered that fact and pushed on to discover how we indeed would reach our seats on the opposite side of the facility.

Some other nice Staff members directed us to some stairs and a bridge that we were to take and we headed off in the direction they indicated. After reaching the far end of the Turn 12 bleachers and discovering that there was in fact not a bridge but a tunnel and that the tunnel was for access to the infield paddock we retraced our steps. Eventually we did discover the first of two bridges we would need to take. The first bridge was over the track at Turn 16 and the second was over the track at Turn 3.

Our seats were fantastic. We were at the far end of the Turn 4 bleachers on the 10th row. This placed us just above the fence line so we had an unobstructed view of the track and could see the cars as they existed Turn 2 until they disappeared around Turn 6. We could see part of the long straight between Turns 11 and 12 as well

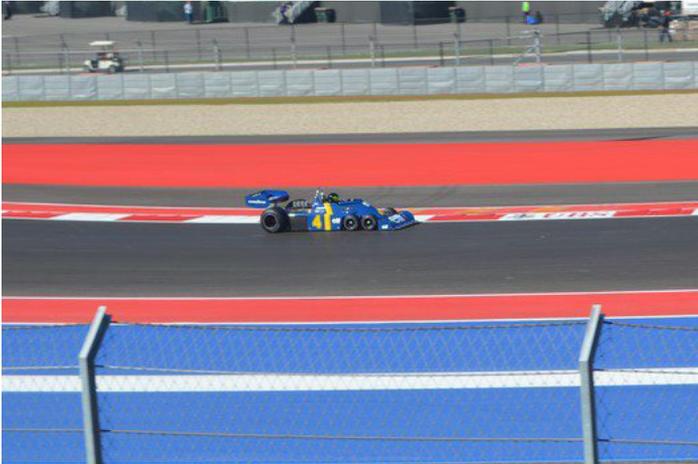
to wait a single time to make use of one when nature called. Plus that meant that each one was so underutilized that even by the end of the day on Sunday following the race that they were not rank hell holes.

Food and track vendor accommodations earned them a decided C and D grade respectively. Hopefully they will have more or bigger food vendors next year. The lines to get some overpriced food and drink were considerable. The individual F1 teams that had their own booths and even the general FIA booth that had gear for all the teams were fairly plentiful and the wait times were not extravagant. The booth for the Circuit itself to get USGP type shirts and hats could have been doubled in size and would still have been a fourth the size it needed to be.

Bernie in his wisdom (or so it was reported) has data service for the cels network killed while cars are on track and the vendors use cel systems for handling their credit card transactions. This obviously seemed to contribute to

some of the delays and resulted in them setting up cash only lines. Certainly this will go under the lessons learned column and will be addressed for next years race.

One of the support races was interesting. That being the historic F1 GP cars. It was cool to be able to see the 6-wheeled Tyrrell mixed in

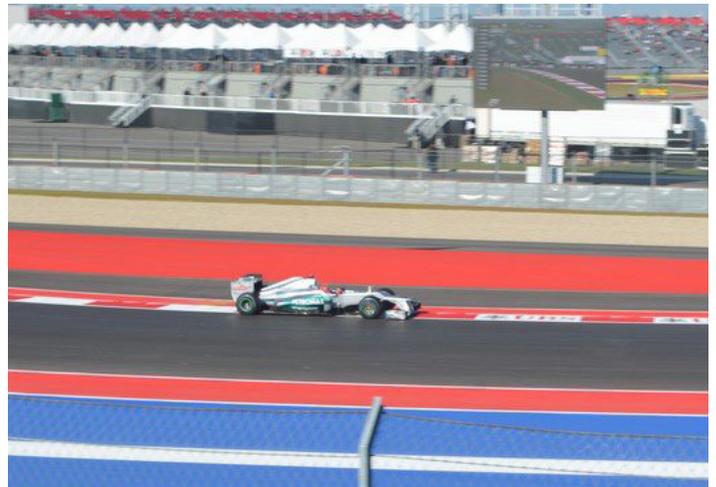


amongst those cars. The Ferrari Challenge race was interesting only in being able to see that many Ferrari 458 race cars all in one place. I see Porsche GT3 Cup cars all the time so that race was not very interesting to me. Hopefully next year they will have some bigger/better support races to go along with the F1 show.

For Saturday Scott and I wanted to be there for all the events (and to try and hit up the tract vendor booth early) so we elected to get down to the buses very early so as to be one of the first to arrive at the track. We got there early enough to be #3 and #4 in line to get on the buses. While waiting in the darkness the local NBC affiliate (NBC will be taking over broadcasting of F1 from Speed next year) came by and interviewed both of us. I was in the second segment their morning show televised and Scott was in the 3rd segment. LOL!

Even arriving at the track on Bus #1 resulted in a pretty long wait to obtain some hats and shirts. They will need to work on inventory for next year too since they were sold out of some of the items I wanted.

The race on Sunday was fun. As Scott said it was like being at an F1 Anonymous meeting. Nearly everyone that we sat with at the track our on the buses were F1 fanatics like us and shared in our interest and were able to carry on informed conversations about the sport. Scott was rooting for Vettel since he wanted to see him 3-peat for the championship. I wanted either Alonzo since he had dragged that recalcitrant Ferrari up the grid over the course of the year or to see Michael since this was to be his penultimate race in an F1 car. The daughter of



the family from Tennessee in the row in front of us wanted Charles Pic (who you ask?) since he was a young and cute Frenchman. The two row of fans in front of them were cheering for Pastor Maldonado since they were all from Venezuela. The young couple from Chicago that sat next to us were a house divided. He was originally from Japan and was wearing Kamui Kobayashi fan gear while his US born wife wore Kimi Raikkonen logo'ed clothing. The row behind us was an extended family from Mexico and they were cheering for Sergio Perez. It was certainly an international event.

I'm looking forward to making the pilgrimage again next year.

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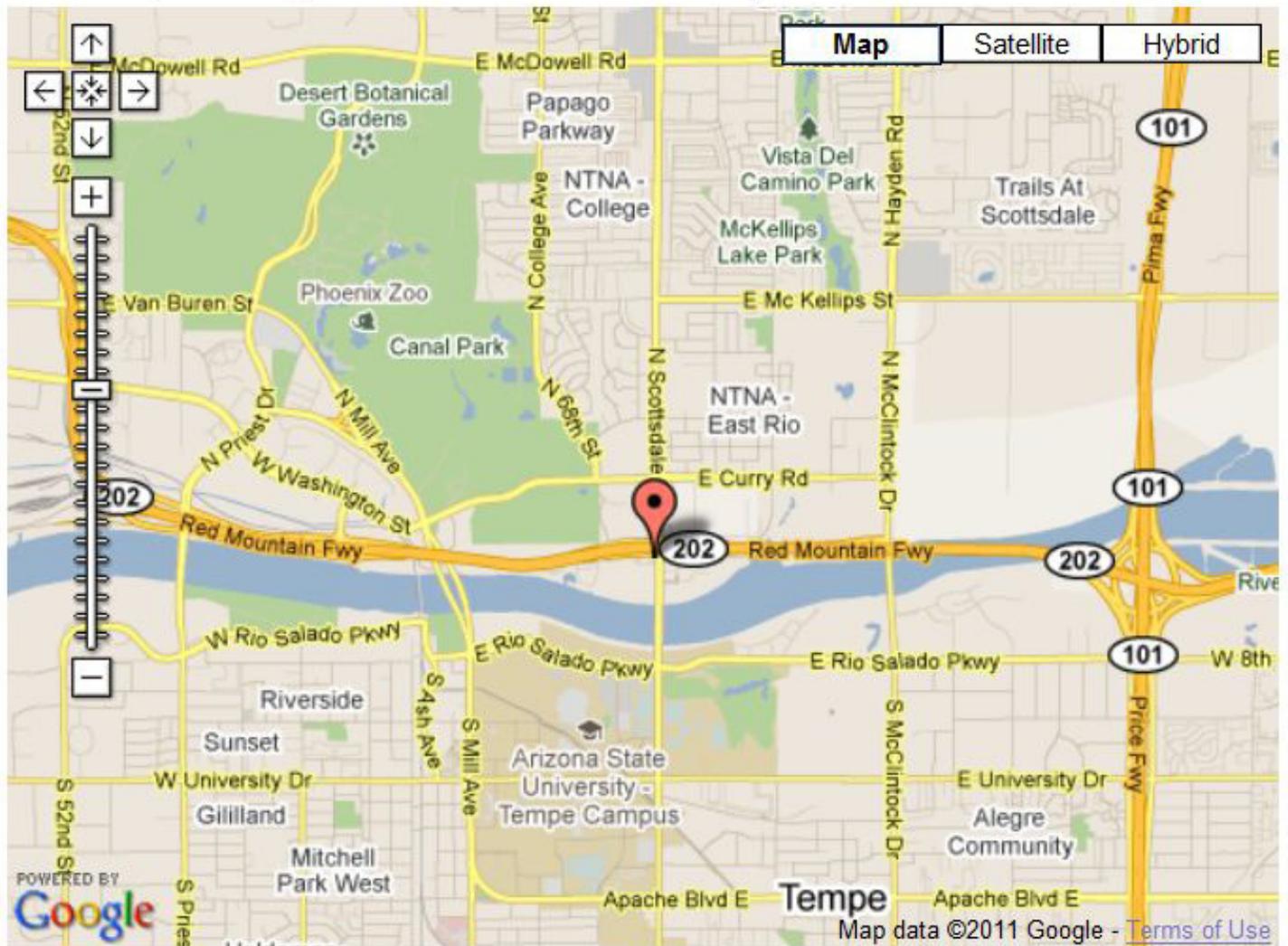
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Note that regular Meeting locations are on the second Tuesday of the Month:



Denny's Restaurant
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Tempe, AZ 85281

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

