



TRIUMPH TRUMPETER

The Desert Centre -Triumph Register of America
Founded: 1980

On the Road w/ Deb & Stu

Play Dates for Cars

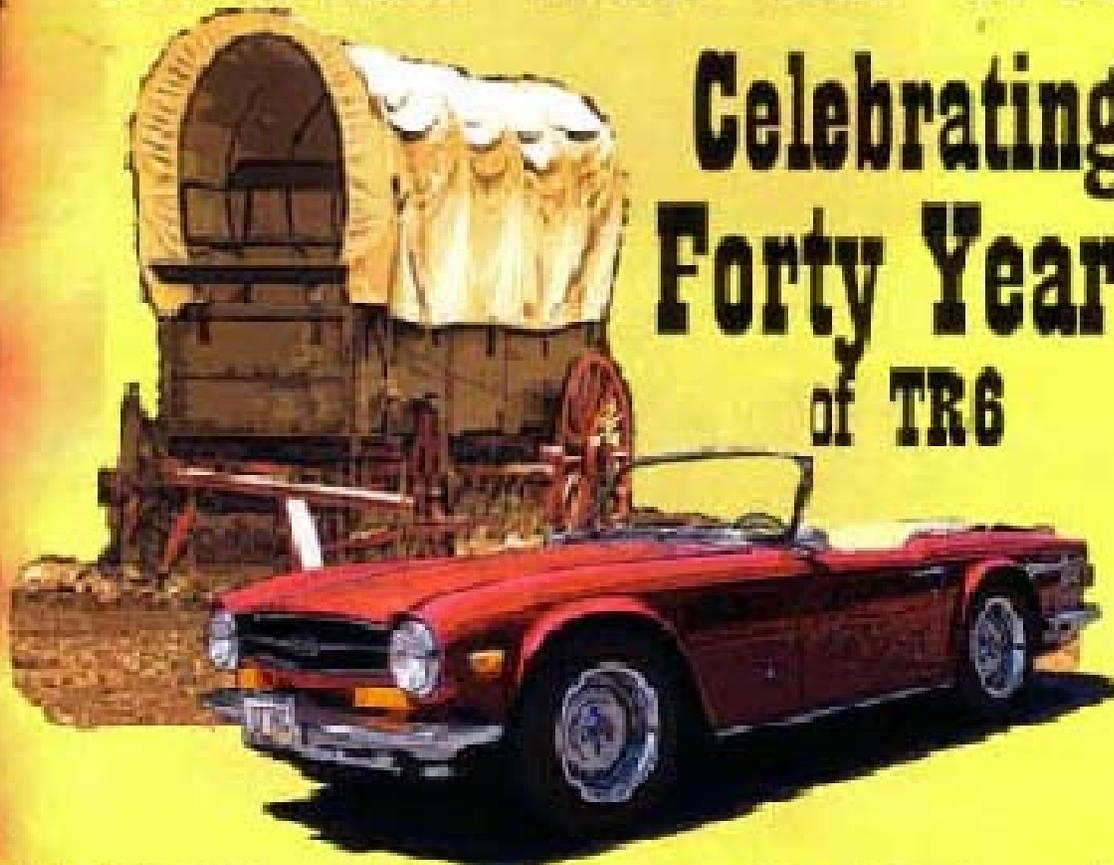
July 4th Party !!



July 2009
Vol 30, Issue 7
<http://www.dctra.org>

6s That Won the West

Celebrating
Forty Years
of TR6



2009 All Triumph Drive-In

August 7-9, 2009

Eagle Crest Resort, Redmond, OR

Hosted by Portland Triumph Owners Association

CAR SHOW

SATURDAY, AUG 8TH

WWW.PORTLANDTRIUMPH.ORG

GOODYEAR AUTOFEST CHARITY SHOW And FOOD DRIVE

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



Sunday, October 11, 2009

AT

THE GOODYEAR BALLPARK & RECREATIONAL CENTER

1933 So. Ballpark Way (off of Estrella Parkway)

Goodyear, AZ

RAFFLES

DOOR PRIZES

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

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

CLASSES

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

Additional Trophies for: BEST OF SHOW, BEST PAINT, BEST INTERIOR, BEST ENGINE & MAYOR'S CHOICE
FOR MORE INFORMATION, CONTACT CHARLIE 623-535-9240 or TONY 623-535-3851

WE RESERVE THE RIGHT TO CHANGE TO THE APPROPRIATE CLASS

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

NAME _____ PHONE _____

SIGNATURE _____ DATE _____

ADDRESS _____

CITY _____ ZIP _____ STATE _____

YEAR _____ MAKE & MODEL _____ CLASS ENTRY _____

Please make checks payable to PCCCC and mail registration forms to: **Charlie Miller**
REGISTER EARLY 16278 W Cheery Lynn Road
Goodyear, AZ 85395

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



TRiumph TRumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTER—TRIUMPH REGISTER of AMERICA

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

<http://www.dctra.org>

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VOL. 30 Issue 7

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On the Cover: Deb & Stu at the most photographed structure on Route 66. Art deco Conoco station in Shamrock Texas

NEXT CLUB MEETING:

July 14, 2009 @ 7:00 PM

JB's Restaurant

32nd Street & Indian School

Come Early to Socialize and Network
with other Members

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One Year placement in the newsletter and a link on the
dctra.org website

FULL PAGE: \$100.00

1/2 PAGE:

\$60.00

1/4 PAGE: \$35.00

BUSINESS CARD:

\$25.00

EDITORS DESK

Dave Riddle

Putting this issue of the newsletter together was actually quite enjoyable and I was looking forward to the deadline day to publish it. Kinda like back in school when you had your term paper done a few days in advance and were then not sweating it the night before you had to turn it in.

As Stu and Deb's travelogue with attached photos came in I opened the Adobe InDesign file for the July 2009 issue and placed the text into the issue along with some of the selected photos. After a few days I started to get concerned as to how many pages this issue would grow to be. As I write this I still don't know because I've only inserted Stu's first five dispatches. Look for the same type coverage at the end of summer/beginning of fall when Jim Bauder makes his run up the coast to Oregon and then back down to California for TFest. Obviously his trip will probably end up being chronicled in two issues of the newsletter.

If anyone else takes a trip in their TR please consider allowing us to provide coverage in the Newsletter.

Since I added the schedule for NASA to the Calendar of Events in the Newsletter and a couple members asked about the Driving School that NASA provides (I teach the classroom session of the school) I thought I would provide a write up of how the school functions along with the answers that were given to some of the members the last time this subject came up on the DCTRA Members List.



Yes, I was the in-car instructor for both the Ferrari F430 and the Ariel Atom that are displayed in the article about the NASA School.

Oh well, someone has to do it. hehehe... The other photos are of a typical class and a photo of me playing school teacher (those photos are from a forthcoming book about Driving Schools in Arizona). Then there is a photo of TR3 on track at Firebird Main (also shown on this page), my Porsche 944 out at the now defunct Arizona Motorsports Park as well as my then 17 year old daughter on her birthday driving her BMW 528 out at Phoenix International Raceway in the NASA HPDE1 group.

Big Thank You to Julian Anderson and Jim Bauder for their technical article contributions!

You may also notice that I did not use any "jumps" in this issue but rather kept the articles contiguous. That was done at Deta's suggestion. I liked to use the "continued on page XXX" so as to drive you past the various advertisers. Since so many advertisers have not renewed (we are working to bring them back) the need was not there as the advertisers we do have are now able to better stand out from the articles on their own.

Membership

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

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.



The Prez Sez

Kathy Slabaugh



Hello fellow Triumph Club Members! Another month has gone by faster than I realize. I felt our last meeting was really productive as far as getting events put on the calendar. I'm very excited about the "Triumph Ladies" having a chance to learn some basics about the engine, many thanks to Bob for his generous offer. Ladies,

please remember to let Bev know what date is best for each of you with a couple of options. Initially it was suggested to aim for mid-Sept (but not the 20th) when it isn't quite so hot and Bob said he had swamp coolers that should help keep the temperature bearable. Also the monsoon weather should be just about over so we won't be subject to a possible rain-out.

Another great event, the breakfast run ending at Mel's Auto Museum. This is an opportunity that doesn't come along very often for car enthusiasts so please respond back to John H. as soon as possible so he can finalize the plans, invite car fanatic friends to ride with you during the car run so they also can share this experience. I really appreciate John's fast action in getting this put together, the price for the breakfast is reasonable and how can you beat FREE for the museum. Kudo's to John.

I hope folks are following Stu and Deb's trip, what a hoot. I'm not much of a history buff but I am finding their pictures and comments about the historical sites they are seeing quite interesting, maybe I'll become a historian after all.

Haven't seen much lately about the Trans-America trip, hope things are going well. Jim, keep us in the loop when you can.

One other topic that seemed to be of inter-

est was to have someone from McGuire's, the car polish people, give us a demonstration about the different products they offer and which product would be best suited for certain projects. I will hopefully have information to share at the next meeting on this topic.

Until the next meeting, everyone take care and be safe.

Kathy

Minutes of the June Meeting

Bev Peterson

President Kathy Slabaugh opened the meeting at 7:10 p.m. at JB's RESTAURANT, 32nd Street & Indian School Road in Phoenix. The sign-in sheet showed 38 people in attendance:

Julian Anderson - TR	John & Mary Mosher
Jim Bauder - TR	Dave & Denine Muré
John & Matt Reynolds - TR	Linda Nicholson
Bill Pettingell - TR	Bill Close
Jim Hughes - TR	Gene Glenn
Armand LaCasse - TR	Ron Gurnee
Joan Swallow (visitor) - TR	Marie Thompson
Bob & Penny Branton	David Riddle
Pete & Bev Peterson	Deta Hampsch
Court & Kathy Slabaugh	Trudy Crable
John & Beth Horton	Rob Shuster
Sally Smith	Betsy Kavash
Roy Stoney	Lee Loftin
Bob Mazer	Steve Thompson
Bob McIlravy	Julius A. Walters
Jim Medland	

The Club welcomed visitor and prospective member Joan Swallow who has a 1979 Spitfire.

MINUTES:

The minutes of the May 12, 2009 meeting were approved as written in the June newsletter.

TREASURER'S REPORT:

John Reynolds reported that we have money! Due to the new arrangement to copy and deliver the few newsletters that are not emailed, there were no expenses last month.

MEMBERSHIP:

Marty Clark was not present to report.

NEWSLETTER:

Dave Riddle reported that the newsletter is going well and he expects to publish the July newsletter on June 25th. Everyone congratulated Dave on the new format which looks fantastic.

AAHC REPORT:

John Horton said they have closed for the summer. He also reported on the May AAHC event at Mel Martin's garage.

EVENTS:

Vice President Kathy Nuss was not present to report. Armand LaCasse reported on the recent weekend trip to Navajo. Although the turnout was poor (only the Nusses went) it was a good time. He urged more members to participate in outings and events.

Bev Peterson (PHONE 480-488-4872 - Email bev@carefree.org) reminded everyone to RSVP for her July 3rd Fireworks Party.

OLD BUSINESS:

There was no old business to discuss.

NEW BUSINESS:

John Horton said Mel Martin has an excellent museum and meeting room at his new facility at 17241 N. Black Canyon Hwy. However, it does not have food service. He suggested sponsoring a British Breakfast Run (possibly in September) ending there and having the food catered. He will put together a proposal with costs.

Jim Bauder reported on the Triumph

Trans-America Charity Drive (<http://triumphtrans-america.org.uk>) for PTSD (Post Traumatic Stress Disorder) and suggested that the club donate something towards it. John Horton made a motion to donate \$100. Dave Riddle seconded the motion and it passed unanimously.

TECHNICAL:

Jim Bauder recommended the "Triumph Preparation Handbook" by Kas Kastner and read a short excerpt from the book.

Ron Gurnee thanked Jim Bauder for his time and effort to help solve his problems with the A/C in his TR7.

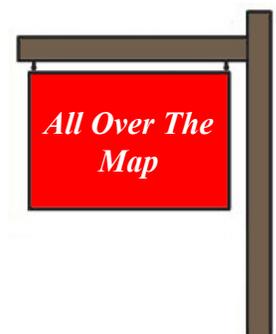
"British Bob" Branton volunteered to hold a "ladies only" maintenance workshop at his garage in the future. All those interested in attending should email Bev Peterson (bev@carefree.org). She will try to schedule a Saturday morning that will work for everyone.

John Horton also wants to set a date in September or later for a demonstration at his garage by the local Meguiar's representative.



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

Bev Peterson, Secretary



Dim Tail Lights?

Article & Photos: Julian Anderson

One aspect of my much beloved Carmine Red 1978 Spitfire that has always left me somewhat disappointed is that the tail lights have always seemed, well, dim. Not so dim that they have caused me to be concerned that they might be a hazardous, but dim none-the-less.



At various times I have looked into buying complete new tail light kits but the cost always seemed prohibitive, so I put off the decision like any good Triumph owner would. At least I did put off the decision and lived with 'dim' until the day when, after washing the Spit, water got into the tail lights (somewhere) and caused a fuse to blow. At that point I decided that I really had to deal with the issue. After some useful research, a visit to E-Bay for spare parts, followed by an order to Moss Motors for new gaskets and a subsequent order for reversing light lenses (more on

that below), I pulled the old tail lights off and went to work.

First step, remove the light socket cover from within the Spit's trunk. Then, unscrew the tail lights from the body – an easy task with a good socket set – being careful on removal not to scratch the paintwork.



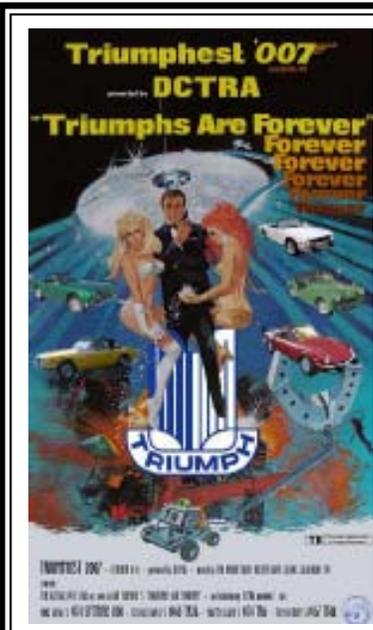
Next, disassemble the light lenses from the chromed plastic tail light body. This was easily done (seven screws only per side). However, it was not all that happy an experience as the two screw stubs on the reversing light lens on both sides disintegrated while being unscrewed (hence a second order to Moss for the new reversing light lenses! The first Moss order was for gaskets).

To my surprise, the cause of the dim lights was really nothing more than accumulated dust, dirt and grime around the reflectors. This had clearly seeped in over many years getting past the devastated internal gaskets (the tail lights have two sets of gaskets – lens to the chrome tail light body and backing to body).



The photo above shows one of the internal gaskets which was both hard and brittle.

After a little work on cleaning the reflectors, I was able to start reassembling the lights using a combination of E-bay parts and new Moss gaskets and reversing light lenses.



Triumph 2007
DCTRA
"Triumphs Are Forever"
Forever
Forever
Forever
Forever

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@micro-works.net to arrange to get one at a Club Meeting

The total cost was around \$70 and the lights beam clearly and brightly for other drivers to admire – or at least take notice of!!!! The only new parts on the lights shown at left are the reversing light lenses – the rest are either E-Bay



purchased used parts or originals from Spitty. The big lessons;

- Pull the light lenses off every few years and clean the internal reflectors.
- Check the exterior and interior gaskets and replace as needed.
- Replace the lenses when they crack or become seriously discolored.



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Trippin w/ Deb & Stu

Travelogue & Pix's by Stu Lasswell

Dateline: 6/8/09

Well, it looks like we are really ready to take the plunge and head out on our big adventure. Actually, I'm not so sure that we are really all that ready, but we're planning to head



out tomorrow (Monday, 6/8) regardless! If you don't know what I'm referring to, let me explain.. Debbie and I are about to head out across the country (Gilbert, Arizona to Charles Town, West Virginia) for our vacation. Were it not for the fact that we will be traveling in a 50 year old British sports car, this would not be such an adventure. But, alas, we shall be in our '57 Triumph TR-3, packed to the gunnels with the usual things, such as clothes, but also with a tent and sleeping bags for the occasional camping out along the way (weather permitting)! That, of course, and a large collection of assorted tools and sundry spare parts! You fellow British car owners know

what I'm talking about.

It is my intention to keep you all informed of our progress via email (a sort of blog, if you will) with words and pictures sent out every couple of days. If I've included you for this process and you don't want to know about it, feel free to let me know and I'll delete you from the list. Hopefully I will be sharing a tail of adventure and enjoyment, but of course there might be some trials and tribulations as well. Wish us luck!

Dateline: 6/9/09

Just a brief update of our status. Got off to a late start, but spent the night just south of Albuquerque, MN. Crossed the Great Divide (elev. 7,800 ft.) yesterday afternoon. I haven't taken any trip pictures yet. I'll try to do better today!

Dateline: 6/11/09

I had Bill Close give an update of our progress relayed to him via the phone, but allow me to reiterate for those who aren't on that list. First night in Belen, New Mexico. Second day got us through New Mexico, the Texas panhandle, and to the west side of Oklahoma City. We stopped by the famous "Cadillac Ranch" near Amarillo Texas, That's where some "artist" put a bunch of '50s and early '60s Cadillacs sticking up out of the ground at an angle. I don't know if I'd call it art, but it's kinda cool to see how they have held up for over thirty years, mostly thanks to the thick



coating of graffiti! The little Motel west of OK City was cheap, but the eccentric owner had his own little motorcycle museum, with about a dozen bikes on display. No British bikes... he said he had a bad experience with a BSA that soured his



the side curtains, most of the rain stays out of the car. However, when it really starts coming down, 70 mph will push the rain through the gap between the windscreen and even a brand new top! Not a lot, but some. We got through Oklahoma into Arkansas by the end of day 3. Stopped near Fort Smith... actually in Mayberry! Didn't see Andy or Opie! Maybe the wrong Mayberry. Stormed through the night, with lots of thunder. Did see lots of fireflies, though. A real treat for us Left-Coasters. Also, while driving, we saw a herd of elk, several armadillo (alas, roadkill) a porcupine (also roadkill) a deer and a couple of wild turkey (all alive).

view of them... but many Ducatis, a Moto Guzzi and even a Morini (Morelli?) Whatever.

Somewhere about 50 miles east of OK City I saw a few drops of brown liquid on the left wind wing and a few on the windshield... thought some truck had gone by and splashed us or something. Then I noticed the buildup of oil in the front bonnet (hood) opening. Not a good sign. Hit the brakes to pull to the right, and abruptly changed lanes. Hm mm. Also not good! Turned out the oil cooler had taken a hit from some road debris as it spewed out it coated much of the engine compartment and the left wheel well. The left brake was also pretty well oiled too (obviously)! I just told Debbie to sit tight, and proceeded to bypass the cooler, hose down the brake as best I could with brake cleaner, and added a quart of oil (all I had). It was enough oil to show up on the bottom of the dipstick, so we headed out onto the interstate toward the next auto parts store. Another quart of oil, some more brake cleaner, and things were looking good... til I realized my glasses were missing. We went back down the freeway about fifteen miles, then came back up to where I could see the oily mess where we had stopped, but no glasses! Oh well, enough time wasted. Onward and Eastward! Not long after that the rain started!

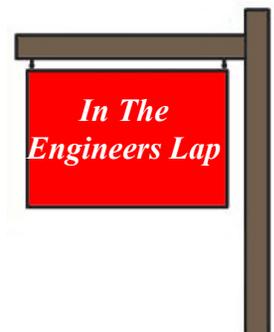
With top up and wind wings, but without

Day four took us through the rest of Arkansas and into central Tennessee. We went through Memphis and got as far as Nashville by late afternoon, but ran into huge crowds and full hotels...seems the Country Music Awards ceremony is going on tonight! Who knew there were so many country music fans! Tomorrow morning Debbie wants to see the Hermitage Museum here in Nashville, and then we'll head east toward Knoxville. South of there is where the infamous Tail of the Dragon awaits... I'm hoping for good weather, so the top can go down for a while.

For you gear-heads, I'll just mention that when you've got a 4.11 rear axle ratio, even having the Toyota 5-speed gearbox leaves you running about 3600 rpm at 70 mph. We've been running mostly in the 67-72 mph range, and we seem to be getting around 25mpg. I'm sure a little fine tuning the mixture could improve that (still seem to be a little rich).

Last time I tried to attach some photos it never would finish trying to load them. I'll try again with this email. Till next time... See Ya!

Dateline: 6/13/09



It absolutely poured down rain Thursday night in Nashville, Tennessee. Friday, however, dawned clear and bright. We proceeded to the Hermitage, which I then found out was the name Andrew Jackson gave to his estate and plantation.. Big house, very nice grounds. Debbie was pleased. I... was there. Back on the road

all, I find the sudden, tight turns and the desert vistas and lake views found on the Apache Trail past Tortilla Flat to be every bit as challenging and breathtaking. And fewer cops, too! Two Tennessee state troopers within that 11 miles. Not that it mattered, what with the slower traffic I had to contend with. I never even got going quick enough to make Debbie complain.



Today (Saturday) was another “culture” day for Debbie, with most of the day spent at the Biltmore Mansion in Asheville TN. Big place. Lots of gardens and such. Built by George Vanderbilt to show off his wealth in the late 1800s. Something like 25,000 square feet, on 8,000 acres. Forty-three bathrooms! The grounds were laid out by the guy who did Central Park in New York. It’s the largest private residence in the U.S.. Very impressive!

to Knoxville, then south to Maryville, where we picked up Highway 129 south. This eventually becomes the road known as the Tail of the Dragon! Well, we “slew the Dragon” as the T-shirts (\$20!!!) say. Yes, we drove the infamous Tail of the Dragon, and it was... well, OK. I mean, the scenery was very pretty, very green, with the occasional glimpse of a river. The road itself? Yeah, lots of curves, but mostly gentle s-curves like you would expect on a forest, meandering road. It didn’t seem much different from the roads all around this area. I would say that it demonstrates that when the local towns and businesses get together and create a lot of hype, they can create a veritable gold mine of tourism! There were bikers everywhere, and most of the hotels and motels in the town we stayed in (Bryson City, NC) 40 miles away had no vacancies! All in

Now we are in Concord, NC. Tomorrow (Sunday) is their British Car Day, billed as the second oldest in the country. The honored marque this year is MG. Oh, well! I went out this evening



and found a do-it-yourself car wash facility, and cleaned up the car as best I could. Now there are severe weather warnings on the TV, and I hear lots of thunder. Just peeked outside...it’s pouring rain! It’s supposed to be mostly sunny

tomorrow, so I shall remain optimistic. After the show, it's off to Colonial Williamsburg, Virginia.

Hopefully there will be photos attached to this email, most likely of the Biltmore Estate and the Dragon. By the way, the photo of the Triumph in the last email (*also the cover photo of this edition of the Newsletter, Editor*) was taken in Shamrock, Texas on Route 66. That art deco Conoco station is said to be the most photographed structure on Rte.66.



Dateline: 6/16/09

Day 6 (Sunday) was the big British Car Day in Concord, North Carolina. Stormed pretty hard Saturday night, but Sunday was clear and bright. Actually, more like warm and really, really humid! The park where the event was held is very nice, with huge grass areas and nice facilities. There were approximately 230 cars in the show, and I saw at least another dozen or so show up that didn't enter. Mostly the usual types of cars, but some surprising numbers. At least 25 big Austin Healeys, yet only one Morgan and one TVR. Probably 30 MGBs, but only one Land Rover. In the Triumphs, I think there were almost as many TR 250s as there were Spitfires! (I realize that for you non-Brit Car people on my mail-

ing list this is probably gibberish, but the Triumph club members understand). Dave Riddle says that I can send him the pics for the Triumph club and he can create a link to view them. Since the DCTRA website rejected my last set of photos (too many bytes) I'll do it that way so as not to bore the less interested folks. I'll attach a couple of non-car related pics to this letter. Anyway, we met a bunch of nice people, and the common interest in Brit Cars makes everyone your buddy!

After the show we just entered a new destination into our Magellan GPS thing and headed north toward Williamsburg, Virginia. This brings up a point I should stress to you all for future reference... PAY ATTENTION to what you enter when using such devices. A few hours down the road, I realized that something wasn't right. Interesting fact... did you know that there is also a Williamsburg, WEST Virginia? Not the same. What's a couple hundred extra miles of driving when you've already traveled a couple of thousand, right?

We spent the night in Blacksburg (VA) and headed towards the correct Williamsburg in the morning. We visited a couple plantations along the James River on the way. In Virginia the plantations were established to grow tobacco, not cotton like in the deep South. One was the Berkeley Plantation, built in 1723, and owned by Benjamin Harrison. Actually, several historically famous Harrisons, including a signer of the Declaration of Independence and both President Harrisons. Nice home, lots of history.

The other one was the Carter Plantation, established by the family in the 1600s, with most of the buildings on site built in the 1720s. Besides being beautiful, it is distinct in that



the same family has owned and lived there continuously from it's inception through the present! Lots of famous Virginians in that family, including Declaration signers, governors and such, not to mention one Robert E. Lee. One thing about the East... you can't throw a rock without hitting something of historical interest!

Tomorrow, it's off to Charles Town, West Virginia and the Triumph Register of America National Meet! For those who are not old car enthusiasts, that also means Harper's Ferry, Appomattox battlefield, and other points of historical interest!

Dateline: 6/17/09



Tomorrow we'll see some of Colonial Williamsburg, historic Jamestown settlement, and possibly Yorktown. Hopefully a couple of pictures will be attached!

As I said in the last email, we stayed put in Williamsburg, Virginia today. We went to Colonial Williamsburg to see a couple of museums that the guide book said would take an hour or so. Got there before 11 am... left after 7 pm! No Jamestown, no Yorktown. Just too much information to process. No way could one get through all that in a couple of hours. Of course, we read and look at everything! Had a good time anyway. I guess we'll have to come back to this area again sometime. My photos from inside the museums are mostly of furniture and paintings and stuff of that ilk... not very good viewing out of context, so I'll try to attach a couple of pics of the old houses in the town.

Well we made it to our primary destination, the TRA National Meet in Charles Town, West Virginia! It was almost four hours to get here, and it rained the whole way. A lot! We got registered, and shortly thereafter the run down to Harpers Ferry started. We drove there in the rain. We had a nice walking historical tour... in the rain. We drove back to the hotel... in the rain! I really don't like the rain- that's part of the reason we live in Arizona. At least it's cool here now. I suppose it's well over 100 degrees in Phoenix right now! I should be happy to have the cold and rain. We'll be home soon enough.

We're on the third floor of the hotel, and it's quite a sight to look out the window and see TWENTY FIVE "side screen" Triumphs (TR2s and TR3s) as well as another dozen or so other model Triumphs... and that's not all of them, just what I can see from our window! Quite a sight, I tell you. If it weren't so gray and dark out I'd take a picture... I'm sure there will be ample opportunity tomorrow.

With all this rain, I'm sure glad Bill Close and I put together a working wiper motor for our car. Actually, it was pretty much all Bill. Last minute, too. Sunday evening we got one together, that evening I wired it up in the car, and we left Monday morning. It's been working very well. And often! Thanks, Bill!

In the morning its off early on a Breakfast Run. It's pretty cool to be a part of a convoy where all the cars you can see either in front of you or behind you is an old Triumph. No doubt it surprises the locals we pass by as well! I prom-

ise, more photos in the next email.

Dateline: 6/19/09

As I last reported, we've been getting a lot of rain. Well, yesterday it finally cleared up... at least for the most part. The group went up to Summit Point Raceway A (nearby road racing course) where we heard some stories about racing in the old days, including about Bob Tullius's Group 44 Racing. I know the Triumph people know who I'm



Their TR4 placed 19th overall, 1st in class! Great old photos from the racing days, too. Cool stuff!



After dinner we went back to Harpers Ferry for their "Ghost Tour" Kind of silly, but a fair amount of historical stuff thrown in as well. It's kinda fun to see the old towns at night, too. Gives a different perspective.

Today (Friday) was the big Triumph car show, so while Debbie slept, I was up at 6 am to try and make the old car

talking about. Anyway, we got to take a lot of laps around the road course, but fairly slow laps. Still fun to play like we're real racers. Later we heard "lectures" by a couple of old Triumph racers, including a guy who raced a TR2 in Europe in the '50s. One drove at Spa, Reims, and the Nurburgring, and did so well that he was asked to drive for the Triumph team at the Sebring 12 hour race in 1962 (I think).



look presentable (a quick wash and wipe-down). Then it was on to the field after breakfast with all the other Triumphs. It's nice to be "on the field" and literally be on a field of nice, lush lawn! A luxury we don't often enjoy in Arizona!



After lunch we toured the battlefield at Antietam. Lots of history. The sight of the bloodiest single day of battle of



the entire Civil War. General Robert E. Lee vs. McClellan. General Burnside's was there,,, probably more famous now for his facial hair, coining the now common term "sideburns". See a picture of him and you'll understand why!



I've got lots of photos to share, but most of them are of Triumphs. I think the easiest way to share all of them is to just suggest that you go to our club website (that's www.dctra.org) and see them there, as trying to attach them to the email has caused problems for some recipients. Hopefully you will be able to figure out which photos are of what, as they are not captioned. Til next time....

Dateline: 6/22/09

Although I've called this Return Trip- Day

1, I guess I should go back a couple days to Saturday. We checked out of the hotel in the morning, but stayed in Charles Town for some of that day's activities. There were a couple of seminars, one by a Triumph service garage owner, the other by renown author and Triumph authority from England, Bill Piggott. Renown in Triumph circles, anyway. He is the closest thing to the "final word" on what is correct and authentic regarding old Triumphs, and someone (not me)

asked how close to "real" Apple Green" that TR3 in the parking lot (ours) is. He responded that he considered it to be a very accurate duplicate of the original shade, and he is quite familiar with several originals, including the factory team rally cars. I feel vindicated, as several "experts" have told me that the color is too dark, to green, or in some other way incorrect. I think nobody would argue originality with Bill Piggott!

Of course, Debbie would have been as bored by all of the above as no doubt most of you are, so she was at a flea market up the road a bit during all of this. We just frittered away the rest of the afternoon until the closing banquet and awards presentations. Dinner was great, and I must say that the club who handled this event really did a great job!



We were not surprised to find that we were

recognized as having traveled the farthest... in fact, about three times farther than our closest competition! I was somewhat surprised, however, to get a second place award, TR-3 class, in the People's Choice Class. In such fine company, with many cars, I can say that it's the Apple Green/Tan top combination that overcame the car's many cosmetic flaws.

After the evening's activities came to a close we drove a bit over an hour to my brother's house in Maryland. He and his wife were gracious hosts, and we had a nice



couple of hundred miles farther if we had chosen the most expedient route. We shall probably have to try and make better time tomorrow! I'll try to keep you all informed of our progress.

Dateline: 6/24/09

We're still having trouble putting miles behind us, either because we would rather not travel freeways, or because we (i.e. Debbie) sees something she has to go and see. Some-

times it's a minor diversion, such as a roadside yard sale. Other times it's whole historic districts of small towns, or state parks. We spent last night in a "Kampin' Kabin" in a KOA (Kampgrounds of America) in central Kentucky. I know relaxing Father's Day together. We left there mid morning, planning a scenic, unhurried trip west. I can honestly say that the byways through the hills of West Virginia are far more enjoyable than the "Tail of the Dragon" in NC. Debbie has the imprint of the "grab handle" in her palms to prove it! US 50 through West Virginia is wonderful.

Using our little GPS guide, set to avoid highways and toll roads, we traveled some fun roads, but really didn't make very good time. We are about a hundred miles east of Charleston, West Virginia tonight, and could have traveled at least a



that's a lot of Ks, but that's the way they spell it. We planned to use our tent, but it's been pretty hot, and very humid. The Kabins have a bed (to put your sleeping bags on) and a ceiling fan, and even an air conditioner! For \$15 more than a tent site, sleeping on the ground, we had to go for it.

Today's trip didn't get off to a fast start, as we (Debbie) had to see nearby old Elizabethtown (KY), birthplace and childhood home to Abe Lincoln. Turns out arsons burned down the old cabin last year. Wandered around a bit anyway, had breakfast, and hit the road West about 11 am. A couple of hours later we ran across a detour to see an old Shaker village. Debbie likes Shaker style furniture and crafts, so off we went! Shakers were a hard working, devout group. They built sturdy buildings and furniture, but steadfastly believed in celibacy. With few converts and (obviously) no next generation, the group dwindled to near extinction. Anyway, couple more hours spent NOT getting home!

We then drove via the fastest route West, out of Kentucky, through the corner of Tennessee, and we are now just outside of Little Rock, Arkansas. We may manage to get home by Friday, but it'll take a couple of long, fast days of driving. Fortunately, there's not much to see in Oklahoma, Texas, or New Mexico (I hope that doesn't offend any of you,).

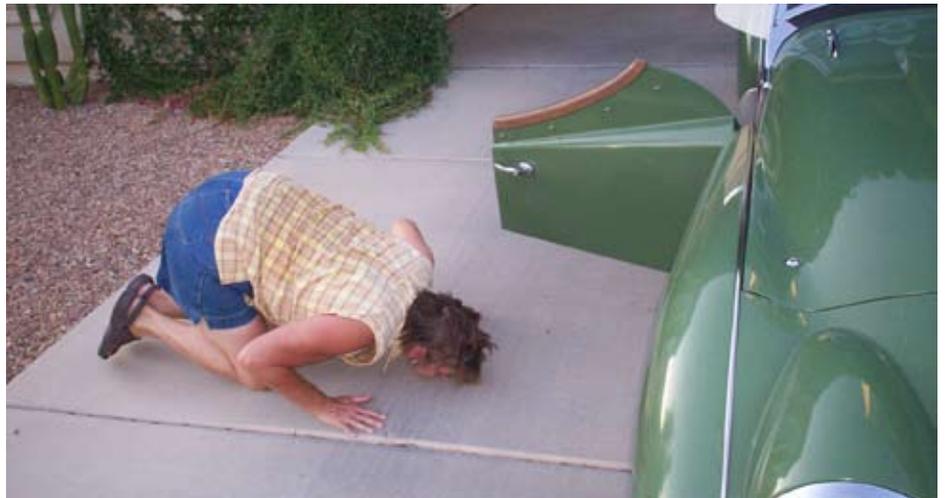
Dateline: 6/25/09

We got further than I expected today, and it looks like we should be able to get home tomorrow (Saturday). Assuming, of course, no problems. We left this morning from somewhere about an hour east of Little Rock, AR at about 8:00 this morning, and we actually got as far as Tucumcari, New Mexico. We got here just as the sun was setting, at about 8:00 pm. When you take into account two time zone changes, that's 14 hours on the road! It's about 740 miles by my

reckoning (and Google Maps), and that's a long way in a 50 year old Triumph. Debbie is a real trooper, not complaining a bit. At least no more than usual, anyway. Tomorrow holds many more miles in store for us, as it's still around 650 miles to home. Hopefully the next notice you get from me will be sent from our home computer!

Dateline: 6/27/09

Well, we made it home alive, but not entirely without incident. We got away from Tucum-



cari, NM very early (by Debbie's standards) and started on our final leg. By the way, when I read my last entry, I misstated that we hoped to get home the next day, Saturday, but I meant Friday. We were determined to achieve that goal, even though that meant that we would cover the remaining 1,400 miles in just two days. We got home about 7:00 pm on Friday.

I said that we got home not without incident. Actually, it was probably the most traumatic day of the entire trip. We were very encouraged and relieved when we crossed into Arizona on I-40, and shortly thereafter turned south on 191 towards St. Johns. We pulled in for coffee at the junction, but a few hundred yards down the road the old car just sputtered a few times and died, refusing to restart! I popped open the bonnet, saw nothing obvious amiss, and started digging a little deeper. Hmmm... all plug leads still attached, nothing smoking or seeping out anywhere other than the usual British car sources. I tried the

priming lever on the fuel pump a few times, and felt no resistant pressure. Surmising this to be the problem (hoping, rather, as an extra fuel pump was just about the only spare part I had with me), I proceeded to remove the old part and replace it with said pump. Well, after my roadside surgery, lo and behold, she fired right up! Once again, my clever deductive mind and mechanical acuity had saved the day!



Well, within a few hundred yards, it became apparent that perhaps fuel delivery was indeed the problem, but things weren't exactly hunky dory now, either. The car ran, but really struggled to accelerate. It did get up to speed, though, and I just had to down shift whenever we went up hill. Actually, it was a bit worse than that, but we felt that every mile we got down the road was one mile less that the car didn't have to be towed!

So, onward and upward. We were eventually cruising along near seventy mph, doing just fine. Got to St. Johns, fueled up, and headed on towards Showlow. That's when it started raining. Hard. So hard we could barely see the road, wipers flailing, water dripping into our laps from above the windscreen. As if I didn't have enough to worry about, now we were wet and cold too!

As we went through Showlow the rain subsided. and we gained confidence that , although not "happy", the Triumph would get us home. The back way into Globe through the San Carlos Indian Reservation is a beautiful drive, but we weren't really in the mood to enjoy it properly. As we dropped into the valley the temperature grew hotter,

but the car ran better at the decreased altitude. We were very happy to finally pull into our driveway. Debbie got out and immediately kissed the ground, while the faithful TR3 quietly piddled coolant down the driveway no doubt marking it's territory again!

All in all, we had quite a vacation, a mixture of fun drives and old car activities for me, and beautiful scenery and history and "culture" to please She Who Must Be Obeyed. For a fifty year old British sports car, the old Triumph did quite well... they weren't really intended to run hour after hour on the interstate! Heck, I doubt they were even intended to be running at all after half a century! It was quite an adventure, but I have to say, there's no place like home!!!



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 Kathy Nuss, VP and Activities 480-983-3945 / jknuss@juno.com

July 2009

- 4 - Show Low 4th of July Car Show
- 14 - DCTRA Monthly Meeting
- ?? - Breakfast Run

August 2009

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

September 2009

- 8 - DCTRA Monthly Meeting
- 11-13 Flagstaff Route 66 Days Car Show
- 12 - Humane Society Charity Car Show at Mesa Marketplace
- 12 - NASA Track Event @ PIR
- 20 - Breakfast Run to Mel Martin's Museum
- 26-27 SCCA @ PIR
- 27 - Southwest Karters @ Firebird West
- 30-Oct 4 - Triumphest / VTR National in San Luis Obispo, CA

October 2009

- 30-Oct 4 - Triumphest / VTR National in San Luis Obispo, CA
- 3 - NASA Track Event @ PIR
- 10 - Sierra Vista Cars in the Park
- 11 - Goodyear Autofest Charity Show
- 13 - DCTRA Monthly Meeting
- 17 - Tucson Classics Car Show
- 18 - Tempe Car & Bike Show
- ?? - Breakfast Run
- 24-25 - Historic Sports Racing @ PIR
- 24-25 - Vintage Voyage
- 25 - Peroia Fire It Up Car Show

November 2009

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

December 2009

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

January 2010

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

February 2010

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

March 2010

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

April 2010

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

May 2010

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

June 2010

- ?? - ???

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

Penetrating Oils

Contributed by Jim Bauder

The April/May 2007 edition of Machinist's Workshop magazine did a test of penetrating oils where they measured the force required to loosen rusty test devices. Buy the issue if you want to see how they did the test. The results reported were interesting. The lower the number of pounds the better and the easier it was to loosen the fastener.

Mighty interesting results for simple acetone and tranny fluid!

Penetrating oil tested	Average load	Price per fluid oz
None	516 pounds	\$0.00 ..
WD-40	238 pounds	\$0.25 ..
PB Blaster	214 pounds	\$0.35 ..
Liquid Wrench	127 pounds	\$0.21 ..
Kano Kroil	106 pounds	\$0.75 ..
ATF-Acetone mix	53 pounds	\$0.10 ..

The ATF-Acetone mix was a 50/50 mix (1 to 1 ratio).



Gene Glenn enjoying a nice drive in the country during the BEAT 2009 Rally

Where's English Bob when you need him?
See ad on page 23

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Car “Play Dates”

Article & Photos: Dave Riddle

About once a month I instruct High Performance Driving for the Arizona Region of the National Auto Sport Association (NASA). This is what a typical day at the track is like...



After signing up for the class (and getting a NASA membership) you show up to the track we run at PIR, Firebird, etc. Normally arriving at around 6-7am. Take your car through tech inspection (checking battery tie down, tires, etc...) and then attend the morning drivers meeting at about 7:45am. The “Driver’s Meeting” is where the day’s schedule will be discussed and any important information relayed. Then that meeting will break up to allow the smaller individual groups (HPDE1, HPDE2, HPDE3, HPDE4, Time Trials, Race, etc...) to meet with their group leaders. At this time I take the HPDE1 students to the classroom for their first session.



In the first class we go over track etiquette, flags, how to sit in the car, adjust mirrors, etc... and go over track photos and a track video. Basic info to keep you safe on track. This classroom session is normally around 1 hour 15 minutes.

The students then will go on track for the first of three 30-minute sessions (or four 20-minute sessions).



The in-car instructor will drive the students car for the first 10-minutes of this first session. He will not be driving it fast. Figure if flat out driving is 10/10ths the instructor will drive at about 4/10ths. The idea is so that he can understand what your brakes, suspension, etc... feel like as well as point out the references points and track features that were discussed in class. Then they pull into the Hot Pits and swap drivers



so that the student will drive for the final 20-minutes of that session.

You then alternate between track and classroom sessions where we discuss apexes, vehicle dynamics etc... and discuss things that happened on track during the session.

NASA has four levels for street cars. Level 1 is the beginner class. Passing only on the main straight and preferably with a point by from the car being passed.

Level 2 is the next rung. Just like in Level 1 there are limited passing zones but the speeds can be significantly faster.

Level 3 has passing anywhere on track.

Level 4 is the only DE group with laps being timed. The drivers in DE4 are competing against the clock. It's called a Time Trial but figure it being like an AutoX on a road course with multiple cars on the track at the same time.



Graduating the DE1 class with a signed off logbook moves you into DE2. To move from DE2 to DE3 you ask the DE2 Group Leader if you can move up and if he thinks you are ready he or one of his assistants will give you a check ride. You then present yourself to the DE3 Group Leader and either he or one of his assistants will give you another check ride to determine whether they will accept you into their group. This keeps drivers from moving up that should not and also allows the Group Leaders to demote a driver to the lower group if they need to work on skills.



Besides the four DE groups there are also 2-3 race groups (grouped by horse power) as well as the occasional drift group that comes out a few times a year.

The DE1 class is a High Performance Driving Class. It is not a racing school. Different concepts and theory. What is taught in the DE1 class will certainly help you be a better and more

aware driver on the street. As for the equipment you need for the class.

- Helmet. Yep. It does not have to be a SNELL rated fire proof racing helmet. It can be a regular DOT motorcycle class helmet. Full face or open Face. But not one of those "Shortie" helmets you see some wanna be Hog riders or Vespa/moped (hehe...) riders wear.

- Drivers suit? Nope. Jeans and a cotton shirt are fine. No open toed shoes. Tennis Shoes or a nice flat bottomed "driving" loafer. As long as they are comfortable and not bulky. You want to be able to feel the throttle and brake pedals.

- Gloves? Required no. However, I would recommend them for grip purposes but they don't need to be fireproof racing gloves. You could wear some old British Car correct string-back gloves.

- Seatbelt. Yes. Racing harness? No. I'm not sure on tech but I would expect that a simple lap belt would not be sufficient. At least a typical three point belt (across the lap and over one shoulder) like that found in most cars is all that is required.

- Rollbar? Has not been required. Typically, they would probably ask that you put up the top on a convertible.



My oldest Daughter took the class two years ago on her 17th Birthday. She drove her automatic transmission BMW 528e (see the above photo) for the class. Typically the students in the class are male (although we generally have 1-2 females per class*) and are driving their street cars. BMW, Honda, Mazda, Vette, etc... But I have had a student in a Pickup truck and even had a lady take the class in her Nissan Xterra SUV. Typical class will have about 18 students.



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

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Comments/Suggestions:

Post Your TR Story to the Club's Website

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

http://www.dctra.org/files/How_to_post.pdf

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

Or...

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

1. Login
2. Select "Write" from the menu at the top (your account must be upgraded from the initial level when the account was created - if you do not see the "Write" option send an email to Dave to have your account upgraded)
3. Fill in the Title box. For example enter your name: John Q. Public
4. In the Post box fill in a little bit about yourself, your car and how the two of you got together.
5. DO NOT CHECK the "Notify everyone (regardless of subscription).

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

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

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

8. Press the "Upload" button.

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

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

11. Press the button "Send to editor"

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

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

14. Press the "Publish" button

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

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

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

Mechanic/Painter

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

Patrick O'Connell 602-569-0656

TR6 complete engine/parts for sale

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

Contact Rick 520-780-1948
rschuarizona@yahoo.com

GT6 Engine

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

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

Recommended Vendors

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

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

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YOU'RE INVITED TO OUR 3RD OF JULY FIREWORKS PARTY!



YES – the THIRD – NOT the **FOURTH!**

WHERE: PETE & BEV PETERSON'S
37488 N. PIEDRA GRANDE DRIVE, CAREFREE

WHEN: FRIDAY, JULY 3, 2009
ANY TIME AFTER 5:00pm - FIREWORKS START AROUND 9:00-9:30

On JULY 3RD there will be a fireworks display at Harold's Saloon in Cave Creek. We have a good view from our patio and would love to have you join us to watch the show. WE will provide hotdogs, baked beans, water and soft drinks. YOU can bring something for potluck and BYOB. You may also want to bring a folding chair. AND (same as always) any musicians are welcome to play.

It will be HOT outside - we don't have a pool – so dress casual to keep COOL.

PLEASE RSVP (and tell us what you will bring for the potluck)

BEFORE 7/2/08: bev@carefree.org

PHONE: 480-488-4872

CEL #: 602-615-3640



DIRECTIONS & MAP
to
37488 N. PIEDRA GRANDE DRIVE
PETE & BEV PETERSON
480-488-4872
CEL: 602-615-3640

1. On SCOTTSDALE ROAD, go NORTH past the CAREFREE HIGHWAY into the Town of Carefree. In Carefree, SCOTTSDALE ROAD changes its name to TOM DARLINGTON DRIVE.

2. Continue NORTH on TOM DARLINGTON DRIVE until you come to the left-hand turn-lane for NEVER MIND TRAIL (2nd left after STAGECOACH PASS).

3. Turn left (WEST) onto NEVER MIND TRAIL and stay on it until it tees at CAREFREE DRIVE.

4. Go left (NORTHWEST) on CAREFREE DRIVE to PIEDRA GRANDE DRIVE.

5. Turn right (NORTH) onto PIEDRA GRANDE DRIVE. (only way you can turn).

6. We are the first house on the left (WEST) side of the street – it is split-face block with a rusty metal roof and the driveway entrance is BEFORE (SOUTH of) the house. The driveway has pavers and goes up a steep grade between stack-stone retaining walls. The rest of the driveway is dirt and winds around to the front of the house. There will be a few parking spaces along the driveway and by the front door, which is on the SOUTH side of the house, facing Black Mountain.

7. OR park along the street, but BE CAREFUL - there are rocks and soft sand at the edge of the pavement by the wash. From the street, go thru the opening in the wall (by the telephone pole & big saguaro) NORTH of the house and follow the path to the patio. Please bring a flashlight, as it is VERY DARK (no streetlights) going back to your car after the fireworks.

Pete will try to be outside with a flashlight to help you park.

NOTE: The map on the reverse side of this page also shows how to get there from Cave Creek Road.

Funnies...

QUESTION:

I am applying for a salvage title and need the gross weight for a 1974 Triumph. The title has 000. I called the State of Michigan and they want me to contact a dealership who sells Triumph and get something on letterhead stating the gross weight. Do you have any suggestions on who to call for this?

ANSWER:

Luckily, we have a resource right here in house - I photocopied & sent a page from the Standard Catalog of Imported Cars 1946-2002 with 1974 Triumph automobile specifications and weights, hoping that common sense would prevail at the Secretary of State's office, since there have not been any Triumph dealers in the United States since 1981, and none in the UK since 1983.

Seems Michigan DMV isn't any smarter than Arizona!

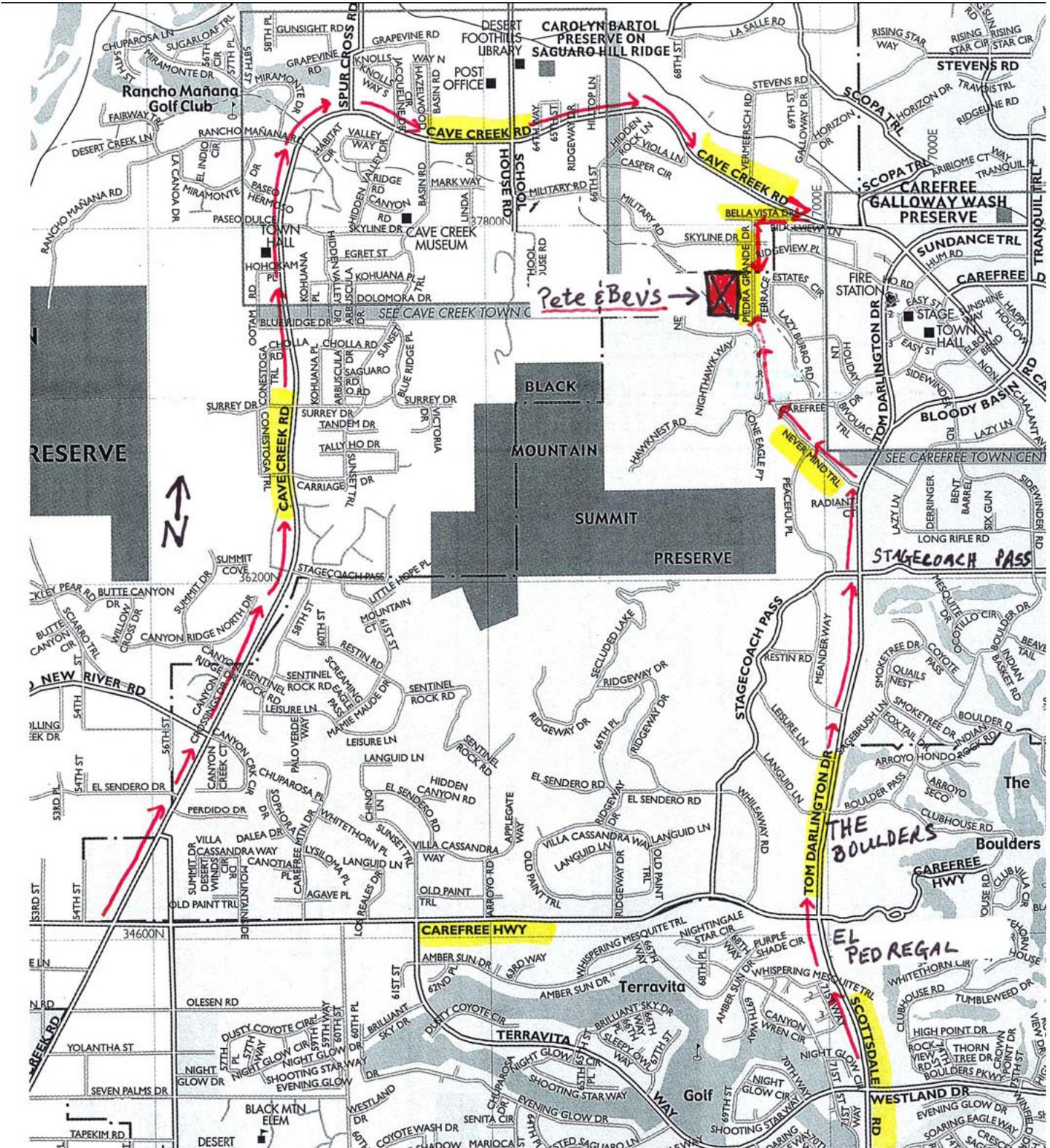


The building where I have my office also houses a radio station and a TV station. I suspect that the Eldorado in the photo is associated with one of those.

Anyway, I have been eyeing the El Dorado for a while and thought that it might be fun to see how BIG it looked against my Spitfire. The attached photo is the best of the bunch...hard to take a really good shot in a basement parking garage!!!!!!

Julian Anderson

MAP
to
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