



TRIUMPH TRUMPETER

The Desert Centre - Triumph Register of America
Founded: 1980



June 2011
Vol 32, Issue 4
<http://www.dctra.org>

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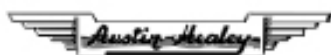


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Websites

Desert Centre-Triumph Register of America
www.dctra.org

Triumph Sports Car Club of San Diego	http://clubs.hemmings.com/sandiegotriumph
Portland Triumph Owners Association	www.portlandtriumph.org
Tyee Triumph Club(Seattle)	www.tyee.triumph.org
British Columbia Triumph Registry	www.3.telus.net/bc_triumph_registry
All British Field Meet (Portland)	www.abfm-pdx.com
Vintage Triumph Register	www.vtr.org AND www.vtr2007.com
Triumph 2000/2500/2.5 Register	www.t2000register.org.uk
Rimmer Bros	www.rimmerbros.co.uk
Stag Owners Club	www.stag.org.uk
TR Sports 6 Club	www.tr-register.co.uk/news.htm
British Auto Works (OR)	www.britishautoworks.com
British Wire Wheel	www.britishwirewheel.com
Save Our Cars	www.saveourcars.org
British Car Forum	www.britishcarforum.com
Triumph Travelers Sports Car Club	www.triumphtravelers.org
Southern California Triumph Owners Assn	www.sctoa.org
British Motor Heritage Group	www.heritage-motor-centre.co.uk
6-Pack –USA Club for TR6/TR250 Owners	www.6-pack.org
Okanagan British Car Club (B.C.)	www.obcc.ca
Vintage Sports Car Club of Calgary (Alberta)	www.vsgccc.ca
Moss Motors	www.mossmotors.com
Small auction and forum	www.britishcarauction.com
Classic Autosport Magazine	www.classicautosport.net
International Spitfire Database	www.members.cox.net/spitlist
British Motor Club of Utah	www.britishmotorclub.org
Columbia Gorge MGA Club (Classic Gorge Rally)	www.columbiagorgemgaclub.com
Victoria British	www.victoriabritish.com
Triumph Register of Southern California	www.socaltriumphs.org
Hill Country Triumph Club	www.hillcountrytriumphclub.org
Tucson British Car Register	www.tucsonbritish.com
Central Coast British Car Club	www.centralcoastbritishcarclub.com
Texas Triumph Register	www.texastriumphregister.org
Delta Motorsports	www.deltamotorsports.com
C.A.R.S of Phoenix	www.englishbawbsclassics.com



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>

June 2011
VOL. 32 Issue 4

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On the Cover:

Ken & Deborah on the BEAT 2011

NEXT CLUB MEETING:

June 14, 2011 @ 7:00 PM

Denny's Restaurant

650 N. Scottsdale Rd., Tempe, AZ 85281

Come Early to Socialize with other Members

2011 Officers

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480-290-1310

georgemontgomery@escapees.com

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Advertising

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

MARILYN LARSEN

(602) 275-1398

PARTS LIST FOR SALE

1961 TRIUMPH TR-4

- (1) DIFFERENTIAL W/BRAKE DRUMS
- (2) ENGINE BLOCKS
 - 1-EMPTY W/SLEEVES
 - 1-W/CRANKSHAFT, CAM AND PISTONS
- (2) TR 4 VALVE COVERS
- (2) EXHAUST MANIFOLDS
- (1) INTAKE MANIFOLD
- (1) SET OF 4 CYLINDER SLEEVES
- (1) TIMING GEAR W/CHAIN AND COVER
- (1) TR4 CRANKSHAFT
- (4) PISTONS W/CONNECTING RODS
- (4) PISTONS W/ WRIST PINS
- (1) FRONT ENGINE MOUNTING PLATE
- (2) ROD CAPS
- (3) MAIN BEARING CAPS
- (2) MECHANICAL FUEL PUMPS
- (2) HEATER CORES W/BLOWER MOTORS
- (1) HEATER VALVE
- (2) WATER PUMP IMPELLER AND PULLEY
- (1) WATER PUMP W/OUT PULLEY
- (1) WATERPUMP HOUSING
- (2) OIL FILTER MOUNTING BRACKETS (FOR STOCK OIL FILTER)
 - 1 W/ CANISTER
- (1) OIL PUMP W/SCREEN
- (1) OIL PAN
- (3) ALUMINUM REAR OIL SEAL SETS
- (1) WINDSHIELD WIPER MOTOR AND ASSEMBLY
- (2) COILS
- (2) DIPSTICKS
- (2) THRUST WASHERS AND MOUNTING TABS
- (1) FOUR-BLADE FAN
- (1) THERMOSTAT HOUSING
- (1) TURN SIGNAL
- (1) AIR CLEANER
- (1) GAS CAP—*GREAT SHAPE*
- (1) DOOR OPENING ROD
- (1) SET OF DOOR HINGES
- (4) AFTER MARKET WHEEL KNOCKOFFS
- (3) GEAR SHIFT KNOBS—WOOD
- (3) GEAR SHIFT KNOBS—BLACK
- (1) STEERING WHEEL
- (1) TAIL LIGHT BEZEL
- (1) REAR BUMPER OVERIDER
- (2) FRONT BUMPER OVERIDERS
- (1) SET OF BRAKE SHOES
- (1) JUMP SEAT
- (3) TR4 FRONT GRILLS—*GOOD CONDITION*
- (4) JACK STANDS
- (1) PARKING LIGHT RUBBER BOOT
- (1) CUSTOM MADE TOW BAR
- (1) TOP BOW W/WEBBING



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Prez Sez

George Montgomery

Sometime when we find ourselves in situations beyond our control, unfortunate events happen that we see coming but can do nothing about. Our reaction, and the reaction of others around us, varies depending upon the circumstances; sometimes with unexpected results.

I just returned from a week's visit with my daughter and her family in Orlando, FL. No Triumphs were involved, however; I just flew there and flew back. While there, over the Memorial Day Weekend, we took an excursion cruise on Captive Island (or was it Sanibel Island?) on a harbor cruise boat out to watch the dolphins. The cruise sails out to a designated place in the harbor looking for school of dolphins. As the boat pulls through the midst of a school, the dolphins will frequently swim alongside the boat, diving in and out of the water, increasing intensity with the cheers of the passengers on the boat. We had only passed through 1 or 2 such schools during first 45 minutes of our 90 minute trip the before it started raining. Not unusual, just a light shower, this is almost a daily occurrence in Florida. The captain pointed to the starboard horizon as a squall was approaching. I had heard of these but never experienced one myself. The captain gave us the option of continuing our course to a large school of dolphins or veer out of the path of the storm. Since the 80 or so passengers had paid to come out see dolphins; all voted to continue on our course even if it meant that we might get a little damp. We were all protected, we thought, in either the 1st deck saloon or under the 2nd deck awning.

As the rain intensified the passengers began to crowd under the awning that covered the front half of the upper deck. The wind picked up and some people began to retreat to the large cabin below on the main deck. As the storm hit us, we realized how really fierce the wind was blowing. The awning offered no protection because at this time the rain was a heavy downpour and was striking us sideways. The temperature must have dropped 20* in the 10 minutes that

had transpired and the temperature of the rain felt freezing cold. Everyone on our side (the windward side, of course) was getting soaked to the skin. We were dressed for 90* temperatures in T-shirts and shorts and now having a chilling cold rain pound us. The light weight plastic deck chairs and tables were being blown about like paper cups, up against the leeward railing. I was so wet that even the paper brochures and souvenir pamphlets I'd picked up, were just falling apart. In the middle of this chaos, a woman shrieked as though some practical joker had poured iced water down her back; probably felt like it to her, too. The tension of the crowd seemed to break as someone let out a loud laugh, then someone else, then the whole group roared. Like a uncontrolled break the group was laughing at the absurdity of the whole afternoon. There we were getting soaked in a freezing, pelting rain in what had been a hot, muggy afternoon. We could do anything but just ride it out and make the best of it.

The mood of the crowd seemed to have changed afterward as we sought two more schools of dolphins. Everyone seemed more at ease with each other, closer, as though they had just gone through a life changing experience.

I experienced similar bonding occurrences while cross-country, touring with the Central Oklahoma Vintage Triumph Register, which I had belonged for over 25 years. We had several unexpected or moving events that caused bonding among the club members that left us with warm fuzzy feelings that will last for a lifetime. As I travel with this club, DCTRA, I am noticing the same bonding occasions beginning to occur as well. My granddaughter, MacKenzie, age 8 yrs, came back with me to stay for a week. This is her first trip to Arizona and I would like to bring her to the meeting, but, her plane flight leaves the weekend before. I'm sorry for your loss in not getting to meet this delightful little girl.

I'll see you at the meeting Tuesday.

George M. Montgomery, Pres.

Minutes of the April Meeting

Bev Peterson

President George Montgomery opened the meeting at 7:00 p.m. at DENNY'S RESTAURANT at 670 N. Scottsdale Road in Tempe.

27 - people signed the roster:

Pete Bowen
Bob Branton
Bill Close
Bill Close, Jr. - visitor
Trudy Crable
Dave Fore
Ron Gurnee – drove a TR
John & Beth Horton
Stu Lasswell
Bob Mazer
Patrick McDermott
Joe Minnick – drove a TR
George Montgomery – drove a TR
Frank & Ann Montone
Dave & Denine Muré – drove a TR
Linda Nicholson
Kathy Nuss – drove a TR
Pete & Bev Peterson – drove a TR
Ron Price – drove a TR
Matt Reynolds – drove a TR
Michael Sparkman
Mike Stoney - visitor
Roy Stoney

8 TRIUMPHS WERE DRIVEN TO THE MEETING!

VISITORS: Bill Close, Jr.
Mike Stoney (Roy's son)

MINUTES: There were no minutes ready to be approved. Bev Peterson said she will have them next month.

TREASURER: Matt Reynolds reviewed the club's account balances and reported the income and expenditures for the month.

MEMBERSHIP: Marty Clark was not present to

report on membership.

NEWSLETTER: Dave Riddle was not present to report on the newsletter.

AAHC: John Horton reported on legislation affecting automotive hobbyists.

OWNERSHIP UPDATES: Bill Close has a "new" 1973 TR6. His work on it will be covered in one or more future articles in Sports & Exotic Magazine.

TECHNICAL: Dave Fore thanked John and Matt Reynolds for their help working on his 1976 TR6. He wants to schedule a Tech Session/Work Day for a wiring harness installation. Stu Lasswell described problems encountered when rebuilding his TR3's front suspension. He said switching TR6 parts was not nearly as easy as an article he read suggested, since it inferred that many of the components were interchangeable and they were not. Ron Gurnee thanked Bill Close for helping him solve a vacuum leak problem on his TR7. Patrick McDermott thanked John Horton for getting his TR7 to the paint shop – it should be done by April 30.

EVENTS: Matt Reynolds reported on numerous upcoming events. Look for other events information in the newsletter and on our website: www.dctra.org

OLD BUSINESS: There was no old business.

NEW BUSINESS: There was no new business.

TRIUMPHEST 2012 REPORT: Linda Nicholson reported that the logo will incorporate mountains and a Route 66 sign. The website will be up and running soon also.

With no other business, the meeting adjourned at 7:35 p.m.

Submitted by:
Bev Peterson, Secretary

Minutes of the May Meeting

Bev Peterson

President George Montgomery opened the meeting at 7:00 p.m. at DENNY'S RESTAURANT at 670 N. Scottsdale Road in Tempe.

31 - people signed the roster:
Julian Anderson – drove a TR
Jim Bartels
Jim Bauder
Bill Close – drove a TR
Bill Close, Jr. - visitor
George & Chris Durkin
Ron Gurnee – drove a TR
Deta Hampsch & Lee Loftin
Jerrette Hobson – visitor
Jim Hughes
Jody Kerr
Armand LaCasse – drove a TR
Stu Lasswell
Patrick McDermott
George Montgomery
Frank & Ann Montone
Dave & Denine Muré – drove a TR
Bill Pettingell – drove a TR
Pete & Bev Peterson
Ron Price – drove a TR
John & Matt Reynolds – drove a TR
Dave Riddle
Sally Smith
Michael Sparkman
Roy Stoney

8 TRIUMPHS WERE DRIVEN TO THE MEETING!

VISITORS: Bill Close, Jr.
Jerrette Hobson (Bev Peterson's sister)

MINUTES: The March minutes were approved as published in the May newsletter. The April minutes were not in the newsletter so could not be approved. Bev Peterson said she will have them next month.

TREASURER: John Reynolds reviewed the club's account balances. There were no expenditures in April.

MEMBERSHIP: Marty Clark was not present to report on membership.

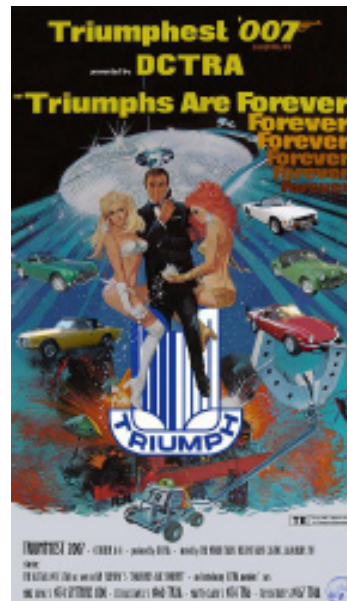
NEWSLETTER: Dave Riddle reported on the newsletter. There were favorable comments from several members regarding the interesting cover illustration this month.

AAHC: John Horton was not present to report.

OWNERSHIP UPDATES: Roy Stoney has a "new" TR7.

TECHNICAL: John Horton said Ron Cooke in Parker, AZ is now manufacturing adapter plates for gear reduction starters. A new starter with adapter plate is \$179. John Reynolds said that a dimmer switch for a 1970 Dodge pickup (which costs about \$6.00 at Auto Zone) is interchangeable with a Triumph floor dimmer switch (and much cheaper).

EVENTS: Matt Reynolds reported on upcoming local events and asked how many DCTRA members are planning to attend the VTR 2011 National Convention in Breckenridge, CO in August. Three responded that they intend to go. Look for



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

other events information in the newsletter and on our website: www.dctra.org

OLD BUSINESS: There was no old business.

NEW BUSINESS: Dave Riddle talked about a racetrack located at Tex Earnhardt's old ranch in Willcox, AZ. He described the Inde Motorsports Ranch as challenging, with several very good configurations - one has 21 turns in 2.7 miles.

TRIUMPHEST 2012 REPORT: George Durkin displayed the completed logo. A temporary website is now up and running and he hopes to have brochures ready by the end of May so they can be distributed at the VTR Convention in Breckenridge, Co in August.

With no other business, the meeting adjourned at 7:25 p.m.

Submitted by:
Bev Peterson, Secretary

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.



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Formerly the TR8 Car Club of America



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:

1974 Triumph TR 6



For Sale:

A Very Nice 1974 Triumph TR6 \$23,500. obo

This car features twin Strombergs, rebuilt and micro polished, Toyota Supra 5 speed gearbox – the overdrive is great for highway driving and fuel mileage. Stainless steel radiator shroud, polished aluminum valve cover, spin-on oil filter adapter and Ratco throttle linkage. Engine runs very strong.

Wheels are new 16 x 7 Panasports with new Yokohama P205-65-R16 tires. Front suspension has very recently been rebuilt with all new parts and bushing sets, competition springs with gas shocks front and rear.

All new interior including seat covers, new interior panel kits, new wood dash and dash trim and matching wood steering wheel. Car has new tan colored Stayfast soft top with a new boot cover. Exterior paint color is a diamond white pearl and is two years old.

This car is a show winner...a Must See!

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Call Kiwi at 480-986-1268

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

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Please ask for Pat when calling.

GT6 Engine

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

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

1974 Triumph Spitfire 1500, 20K original miles, new top, brown, \$2500. 480-759-6840 ask for Rick.

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.

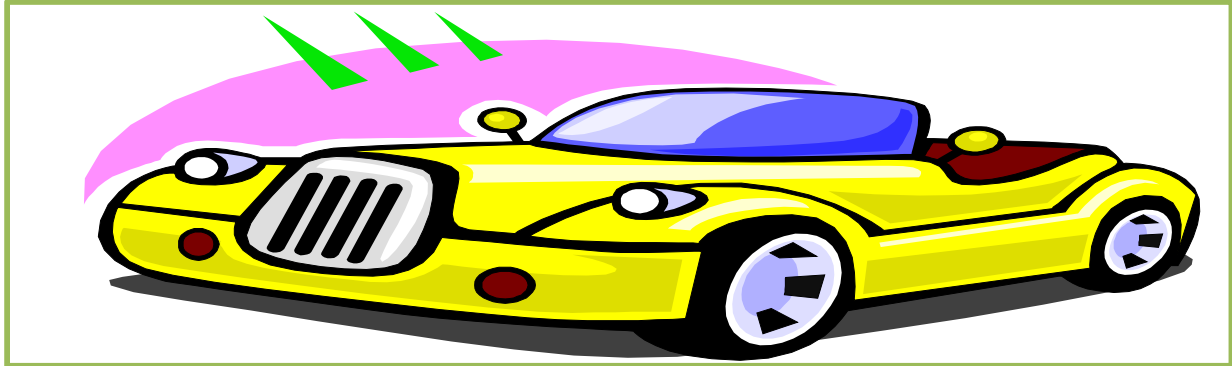


1979 Spitfire For Sale
Dave Mure 602-292-9350

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 jilindly@cox.net for more information or for photos.

Gene Glenn, 602 320-2281, E-Mail: Gene@GMT-RE.com

TRIUMPH PARTS FOR SALE - MAKE BEST REASONABLE OFFER.



All of these components were just removed from my 1966 TR4A. All are in perfect working order. All of the cooling components must go as a package, each item as listed, no splits please.

The listed prices from the latest Moss catalog are for reference only.

COOLING COMPONENTS

• TR4A Radiator	\$329.95	*Crankshaft Sprocket	\$ 38.95
(Not at TR4 Radiator)		*Camshaft Sprocket	45.95
• Water Pump Pulley	36.95	*Timing Chain	9.95
• Fan	109.95	* Price for Set	<u>\$94.85</u>
• Fan Extension	44.95	*Note: All in excellent condition. Chain	
• Water pump w/new		tensioner holed timing chain cover provided	
Blade impeller	99.95	opportunity to replace all above with new.	
• Pulley Hub	69.95		
• Crank Pulley	43.95	New Smith Lucas 30 amp meter,	
• Crank Bolt (N/A)	<u>49.95</u>	#30-0-30	N/A
Total Cooling Package	\$785.60		
• Generator	159.95	4 Chrome hub caps w/center	
• 2 Original Steel Wheels		"Triumph Globe" Medallions	
TR33 to TS13045	N/A	very good condition, Set Price	\$168.95
• TR6 peddle box			
Assembly	10.00	Australian sheep skin seat covers	
		fit high & low seat backs, NEW	\$ 20.00

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

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: SUNDAY, JULY 3, 2011
6:00 pm - eat @ 7:00 pm - 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 a potluck dish (if you want to) and **BYOB**. You may also want to bring a folding chair. **AND** any musicians are welcome to bring their instruments and 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 7/2/10: packratpete@gmail.com **or** **PHONE:** 480-488-4872
or bev@carefree.org **CEL:** 602-615-3640



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

FOR THOSE COMING UP SCOTTSDALE ROAD:

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* to the left-hand turn-lane for *NEVER MIND TRAIL* - it's the 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*. - the only way you can turn).

FOR THOSE COMING FROM THE WEST SIDE:

Take the *Loop 101 EAST* to the *CAVE CREEK ROAD* exit. Go NORTH (left) on *CAVE CREEK ROAD*.

OR

Take *I-17 NORTH* to the *CAREFREE HIGHWAY* exit and take *CAREFREE HIGHWAY EAST* to *CAVE CREEK ROAD*. Turn NORTH (left) onto *CAVE CREEK ROAD*.

1. Stay on *CAVE CREEK ROAD* thru the town of Cave Creek past HAROLD'S SALOON and up the hill to *BELLA VISTA DRIVE*. Make an **EXTREME** RIGHT TURN onto *BELLA VISTA DRIVE*.
2. Go WEST on *BELLA VISTA DRIVE* one block to *PIEDRA GRANDE DRIVE*.
3. Turn left (SOUTH) onto *PIEDRA GRANDE DRIVE*. (only way you can turn).

The map shows how to get to our house from both **CAVE CREEK ROAD or SCOTTSDALE ROAD**.

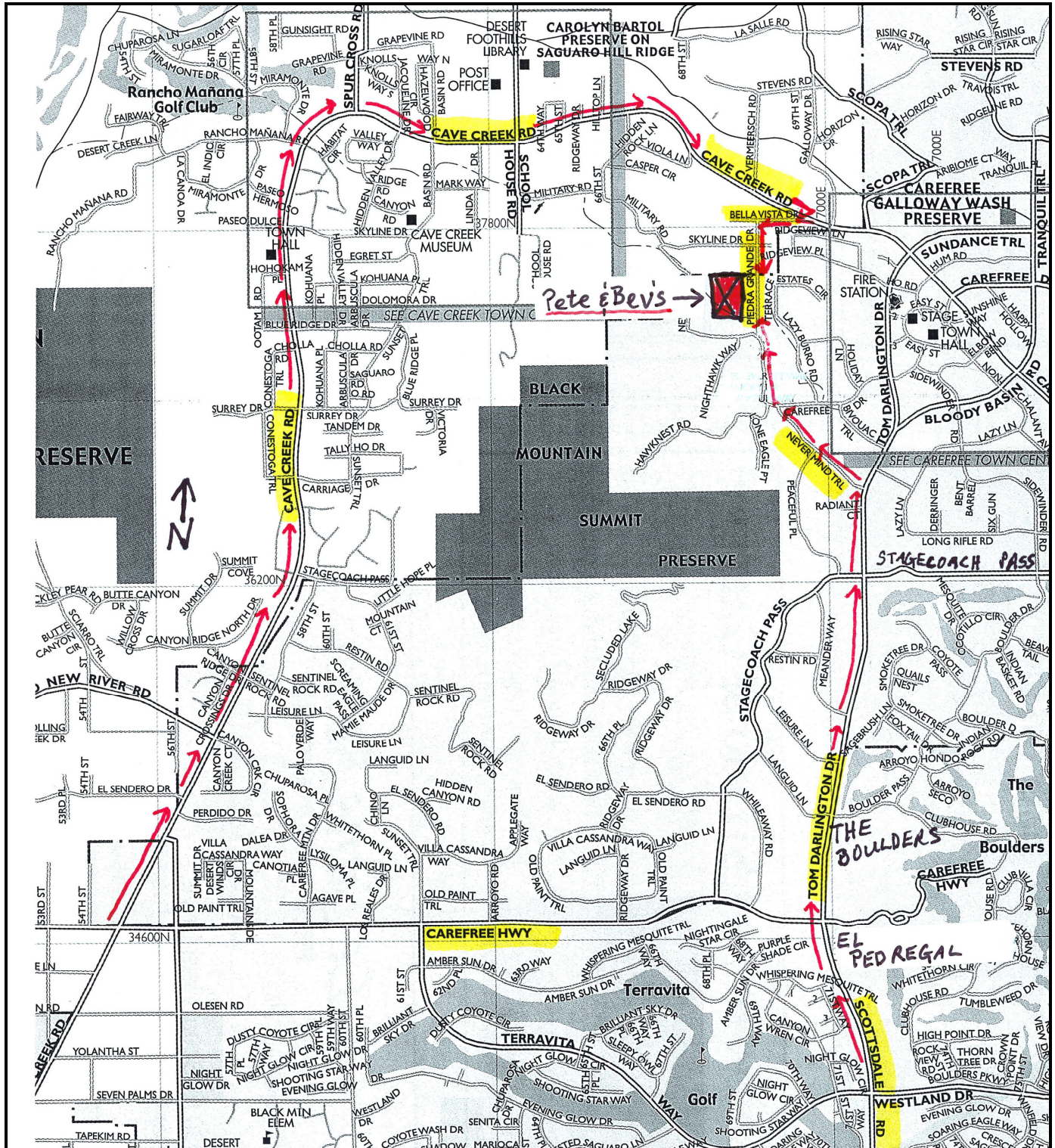
WE ARE THE HOUSE on the WEST side of the street with the rusty metal roof. The driveway entrance is SOUTH of the house. The driveway has pavers going up a steep grade between stack-stone retaining walls. The rest of the driveway is dirt and winds around to the front of the house. There will be **a few** parking spots along the driveway and by the front door, SOUTH of the house.

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 NORTH of the house (by the telephone pole & big saguaro) 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 to help you park.

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



Proper Shifting of a Laycock Overdrive

Submitted by: Dave Mure & Alvin Elisco

Below is a reprint an article written by John Esposito who owns Quantumechanics. They they repair and sell Laycock DeNormanville OD units and are very reliable. It's the final word on whether we should use the clutch to shift.

April 2003 – Topic of the Month – Proper shifting of a Laycock overdrive

OK everybody, calm down out there. We have received some interesting emails over the last few months asking (and telling) us about the proper way to shift in and out of overdrive on the Laycock deNormanville overdrives as used on the British cars (A, J, LH, D and compact A types). We received some spirited responses – use the clutch, don't use the clutch, etc. I would like to express our opinion on the proper method to shift in and out of these overdrive units.

First let me admit that when I had cars with overdrive, especially Big Healeys, I did not shift the recommended way. It is way too cool and impossible to resist the temptation to pull up next to someone at 50 or 60 MPH and, as you shift into overdrive, accelerate away into the great beyond. This usually gets very interesting and surprised looks from the other drivers and passengers and really impresses the people who are with you in the car. What was that, warp drive? Like, you still have another gear? How many gears does his car have????!!!!

It is also way too cool to kick down from overdrive at 50 or 60 and watch the expression on the faces of other people as the engine revs on the downshift. This is especially true on the Big Healey, as the 6 cylinder really sounds great at speed. You get the fantasy of what it must feel like downshifting at the end of the straight at Le-Mans.

Anyway, back to the proper way to do it.

Let's think for a minute why overdrives were put in cars in the first place. I mean after all, anyone can put in a 5th gear on a transmission, why an overdrive? First of all the British never do anything the way we expect or anyone else does it. This was especially true in the 40's, 50's and 60's and is why we have such interesting cars from that period. Laycock overdrives are really like a manually initiated mini automatic transmission. (I personally think a guy named Rube Goldberg had a major part in their design). The important thing to remember is that it was added as an option on most cars in order to reduce engine RPM (and consequently wear) on the highway and increase fuel mileage. Secondly it was also used to increase the number of speeds forward, giving a better selection of gear ratios for driving.

Given this objective, we can understand that the proper way to shift into overdrive is to reduce the engine RPM's, not increase the road speed of the vehicle. In fact, it is somewhat damaging to the overdrive clutch to accelerate under power during the shift process. This is akin to slipping the clutch or power shifting during the normal shifting of a regular gear. It can tend to lead to premature overdrive brake ring and clutch wear and failure. You do not need to use the regular clutch pedal at all. Get to a reasonable speed, say 45 to 50 MPH. Activate the overdrive switch. As the overdrive engages, feather the throttle so that the road speed of the car remains the same and the engine RPM's are reduced. Voila, you have shifted the overdrive with minimum stress to it and now are cruising at a lower engine RPM. Objective achieved. Now you can accelerate to any cruising speed you desire as the overdrive is fully engaged. It is not recommended shifting into overdrive at too low a speed as this also can cause stress on the clutch and lugging the engine is not a good practice either. In fact the early overdrives had a mini Lucas centrifugal type regulator on the output shaft of the overdrive that would not allow the overdrive to be engaged below a specified speed

Shifting out of overdrive is the reverse of this process. Turn the overdrive switch to the off position. As the overdrive disengages back to

normal drive, push down on the throttle to keep the car's road speed the same and increase the engine RPM until the overdrive shift is complete. This again minimizes wear to the overdrive clutch and brake ring. You can now decelerate the car as you would normally. Again, you would not want to shift out of overdrive at too high a speed as you could over-rev the engine and cause damage to it as a result.

As you can see, the basic objective of proper shifting is to reduce the wear on the clutch during the shifting process. This can easily be done with some practice and will significantly increase the life of the overdrive unit. We have determined this shift procedure from observing many overdrive units and the wear on the key overdrive clutch components, as well as just plain common sense.

We hope this will clear up any questions on the proper way to shift these overdrives to reduce the wear on them and keep them running longer. Most likely we will generate a new set of questions on the procedure, but that is what it is all about! As always, comments and feedback are welcome! Thanks! John

JIM MEDLAND, President
JEFF GIROUX, Parts Mgr.



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Membership

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Calendar of Events

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

DCTRA Events June 2011

10th-11th- Summit Firefighters Car Show-Flag-staff

12th-Show n Shine & Poker Tournament-Cactus Jacks Grill-Ahwatukee

14th- DCTRA Meeting

18th- Classics at Prescott Car Show and Swap Meet.

19th- Fathers Day Car Show- Surprise.

23rd-Ice Cream & Evening drive (DCTRA Event)

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.

Press Release – For Immediate Release



To all Vintage Triumph Register Member Clubs:

The Vintage Triumph Register and the host Rocky Mountain Triumph Club, LLC invite you to join us for *Triumph in the Rockies III*, August 17-21, 2011 at the Beaver Run Resort in Breckenridge, Colorado. The Rocky Mountains of central Colorado, with some of the most breathtaking scenery in America, formed the backdrop for the 1990 and 2001 VTR National Conventions held in Colorado. Enthusiasts came from as far away as England to drive Triumphs through such famed Colorado mining towns as Leadville and Aspen on their way to the even-older (1859) gold mining boomtown known to locals as "The Kingdom of Breckenridge."

The August week will be a marvelous opportunity for Triumph enthusiasts to join together for sunny days, cool nights, and unique events. The fun begins with a scenic Fun Rally/Tour winding through ghost towns and over mountain passes from Breckenridge. Another driving event is a time-speed-distance Rally through the rugged canyons of the central Rockies, designed to challenge both the novice and the experienced rallyist. The week also includes the Car Show, the Concours d' Elegance, the Funkhana, the Autocross, Tech Sessions, historic Walking Tours, the Model and Craft Show, and the Banquet and Awards Presentation.

To turn your summer trip into a longer vacation in Colorado, you can emulate Presidents Teddy Roosevelt and William Howard Taft in fly-fishing nearby trout-laden rivers, then taking high tea in a 19th Century hot springs resort. These historic spots abound, with Glenwood Springs to the west, Steamboat Springs to the north, Mt. Princeton Hot Springs to the south, and Manitou Springs to the east. Tour Breckenridge's Country Boy Gold Mine to glimpse the less glamorous side of early Colorado life. Finally, add some excitement those presidents never experienced—an exhilarating raft trip on the Arkansas or Colorado River, followed by a ski lift ride up a spectacular mountain with a mile-a-minute alpine slide trip back to the bottom.

Triumph in the Rockies III—don't miss it! Additional information is available at <http://vtr2011.com> and on the Rocky Mountain Triumph Club, LLC website at <http://rockymountaintr.org/>. Hotel information can be found at <http://beaverun.com/>.

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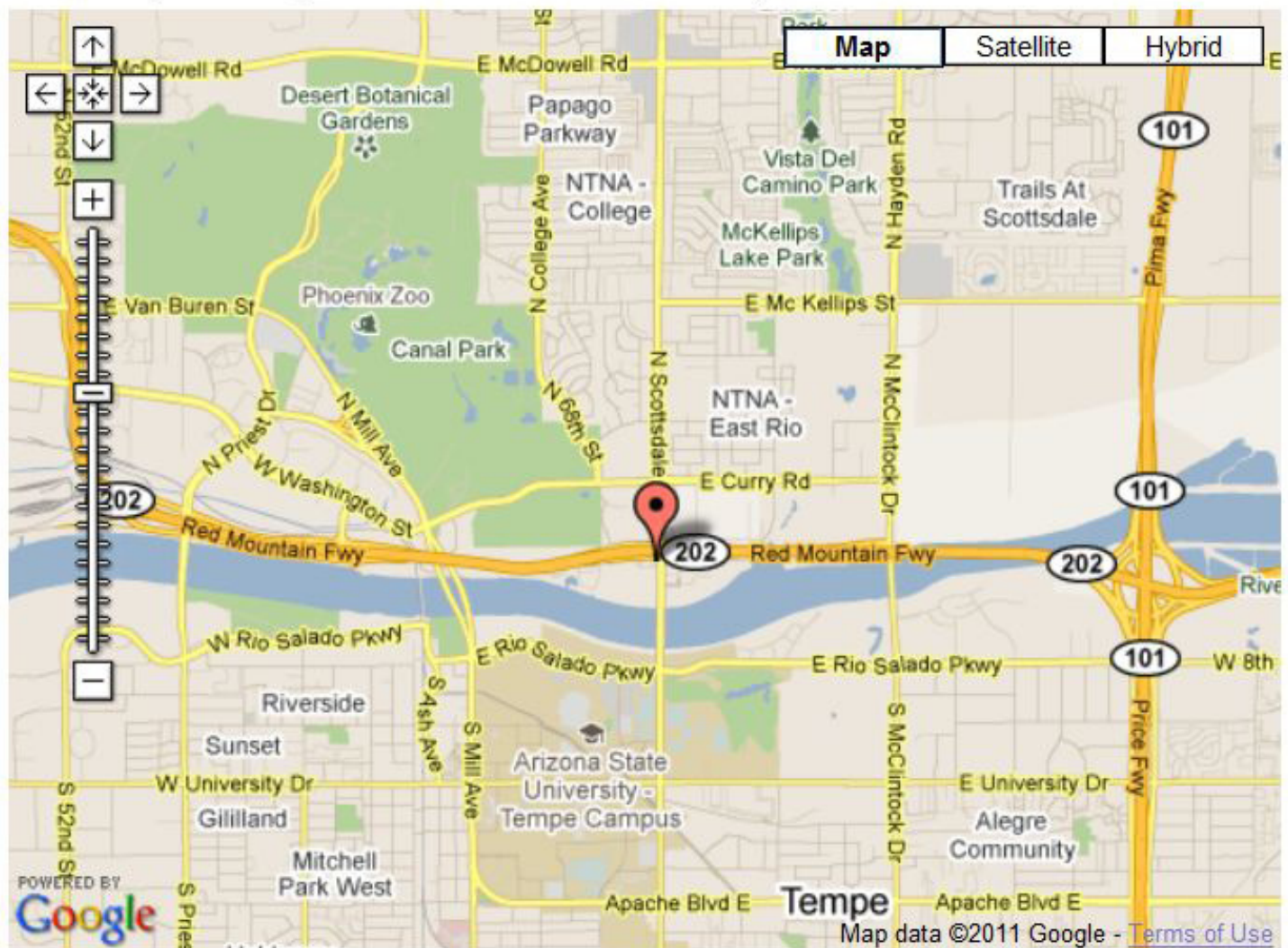
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E.MAIL bobbranton@hotmail.com

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



Denny's Restaurant
650 N. Scottsdale Rd.
Tempe, AZ 85281

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

