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Founded: 1980



Matt's Presidents Award
Winning TR-6

**!! NEW
MEETING
LOCATION !!
DETAILS
INSIDE**



Jim's 1st Place
Winning TR-250

Bauder & Reynold's Road Trip

Seat Cover Reupholstery

Sing a Song of Lucas

Sep 2009
Vol 30, Issue 9
<http://www.dctra.org>

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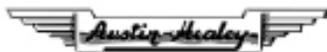
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Sunday, October 11, 2009

AT

THE GOODYEAR BALLPARK & RECREATIONAL CENTER

1933 So. Ballpark Way (off of Estrella Parkway)

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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
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NAME _____ PHONE _____

SIGNATURE _____ DATE _____

ADDRESS _____

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YEAR _____ MAKE & MODEL _____ CLASS ENTRY _____

Please make checks payable to PCCCC and mail registration forms to: **Charlie Miller**
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TRiumph TRumpeter

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September 2009

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On the Cover:
Matt Reynolds and Jim Bauder take top honors at the Portland TR Meet

NEXT CLUB MEETING:

September 8, 2009 @ 7:00 PM

Denny's Restaurant

3315 N. Scottsdale Rd.

Come Early to Socialize and Network
with other Members

2009 Officers

President

Kathy Slabaugh
602-361-3690
rosiepug@cox.net

Vice President & Events

Kathy Nuss
480-983-3945
jknuess@live.com

Secretary

Bev Peterson
480-488-4872
bev@carefree.org

Treasurer

John Reynolds
480-968-6078
johntempe8@worldnet.att.net

2009 Appointees

AAHC Rep

John Horton
602-843-1399
johnehorton@yahoo.com

Distribution

Jim Andres
480-628-7635
jimandres@yahoo.com

Historian

Armand LaCasse
602-904-1037
big.blue.truck@live.com

Membership

Marty Clark
480-962-7848
martyclark@gmail.com

Tech Advisors

Armand LaCasse
602-904-1037
big.blue.truck@live.com
Roy Stoney
602-231-0706
royston469@msn.com

Webmaster & Newsletter

Dave Riddle
480-610-8234
dave@microworks.net

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

EDITORS DESK

Dave Riddle

The August Meeting was certainly eventful. It was about 5:30pm, I had just left my last client call for the day and was headed toward the Restaurant when I got a call from Frank Montone that he was in the parking lot of JB's looking at a sign that said the place was closed! When I got to JB's it was decided that Frank would stay in the parking lot to wait with any other early birds while I ran up and down Thomas, Indian School and Camelback looking for a last minute change of venue.

When I could not find a place I remembered that one of my favorite Restaurants - Phoenix City Grille (<http://www.phoenixcitygrille.com/>) - (I eat there about 2x per month - Gene Glenn enjoys the place about 3x per week) was just a few miles away at the intersection of 16th Street and Bethany Home and they have a meeting room. I called over and asked to speak to Sheldon (the owner) to ask if the meeting room was in use that evening. I explained our situation and asked if we could use it on such short notice. Sheldon asked how many? I said somewhere between 25-30 (the room is rated to hold 40). He said no problem and that he would start setting the room up for us.

With that accomplished we started directing the members that had already shown up to head that way and I planted myself in the parking lot until 6:30p to continue to send members to our alternate location. After that I posted a sign and hoped any others showing up would see it and join us.

As you can see from the Meeting Minutes on pages 6-7 of this issue we had a FULL house for the meeting.

At the July meeting a committee was formed to explore a new meeting location. This certainly proved to be prescient and you will notice on page 4 that there is a new location.

The location committee drew a circle

around the Valley to find the geometric center of our membership and then looked for a reasonably priced restaurant with a meeting room.

On other news I got the TR back from our Race Mechanic, Chris Harrison of Harrison Auto Dynamics (www.harrisonautodynamics.com), this afternoon. When I got to Chris's shop up in New River it was fun to see the other old race cars that were there. A 1965 Shelby Cobra, a 1950's Lincoln that competed/competes in the La Carrera Panamericana (www.panamrace.com/) a 1963 Lotus Cosworth Elan and a lightweight Jag E-Type that's worth \$2 mil! Next up for the TR is to weld in new floorboards, sandblast parts of the car and then paint!

Hope to see you at the meeting in September!

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 Vice Prez Sez

Kathy Nuss



Kathy and Court Slabaugh are on vacation, so I am filling in both at conducting the August meeting and writing this article. When we arrived at JB's for the August meeting, the restaurant was boarded up. Wasn't it nice that they let us know we could no longer meet there (dripping sarcasm)? Dave Riddle, however, was on

the ball. He made arrangements for us to go to The Phoenix City Grill at 16th Street and Bethany Home where we had a private room and the food was great. We had 40 people in attendance so it was a bit crowded, but it was really nice of them to accommodate us on such short notice.

It's a good thing that we had already formed a committee to find a different meeting location. Chris Durkin and Denine Mure got on Map Quest and found the center of the valley from the White Tanks to the Superstitions and Chandler to North Phoenix and picked out some restaurants in the center for us to consider. We voted to have our meetings at the Denny's Restaurant near the 101 and Thomas where they have a large variety of food and a meeting room for us. I, of course, am thrilled because it's closer for me.

It's getting closer to Triumphest and I know that ours is not the only garage that is seeing a lot of activity. John, with the help of Armand, is rebuilding Tilly's transmission and overdrive. We followed George Durkin's suggestion and filled her gas tank with white vinegar for a while. You wouldn't believe what the vinegar looked like when we emptied it out! Now, hopefully, we won't have to stop at the side of the road to blow back through the fuel line to clear the crud away from the tank opening. Tilly's top is painted and awaiting the back window and headliner. I am knitting a steering wheel cover since it's been impossible

to locate a cover for a 16 inch wheel. I believe it will look okay.

We are all so proud of Matt Reynolds for his special President's Award he received at the Portland Car Show for his beautiful TR6. Jim Bauder also got a special award for his TR250.

John Horton will be contacting us again regarding the September Breakfast Run to Mel's Museum. Be sure you RSVP him again so he knows you're attending. "Bawb" is having a Women's Tech Day at his garage on Sunday, September 27th. Let's be sure to attend, Ladies. He's already given me a great tip for getting Hiram back on the road.

Minutes of the August Meeting

Bev Peterson

DCTRA Minutes - August 11, 2009

DAVID RIDDLE saved the day by standing out in the heat at JB's Restaurant after finding it closed when he arrived (Editor: Frank & Ann Montone stayed in the Parking lot to keep others from leaving while I ran up and down Indian School, Thomas & Camelback before calling Phoenix City Grille). With no advance notice he arranged another meeting place by phone and stayed to direct everyone there, resulting in an amazing turnout.

WHAT A TAKE-CHARGE GUY. KUDOS, Dave.

Vice President Kathy Nuss opened the meeting at 7:00 p.m. at PHOENIX CITY GRILLE, 16th Street & Bethany Home Road in Phoenix. 38 people were present:

Jim Andres - TR
Bob Branton
Bill Close
Gene Glenn
Ron Gurnee
Jamie Harr

Frank & Ann Montone
Mary & John Mosher
Dave & Denine Muré
Kathy Nuss
Pete & Bev Peterson
David Riddle

Chuck Robb
Tim Rose
Ken Schmidt
Betsy Kavash
Lewis Smith
Sally Smith
Roy Stoney
Stu Lasswell – TR
Jim Medland

John & Cheri Heisser
Deta Hampsch & Lee Loftin - TR
John & Beth Horton
Rob Shuster
Craig Kenyon - TR
Simon & Marie Kotsailidis
Armand LaCasse - TR
Joan Swallow
Marie Thompson

Jim Medlund of Delta Motorsports brought visitor Chuck Robb who is from Washington, D.C. Others from Delta Motorsports were DCTRA member Jamie Harr and visitors Tim Rose and Lewis Smith.

MINUTES: The minutes of the July 14, 2009 meeting were approved as printed in the July newsletter.

TREASURER'S REPORT: Gene Glenn reported. We have money!

MEMBERSHIP: Marty Clark was not present to report.

NEWSLETTER: Dave Riddle reported that the newsletter is going well. Everyone praised him the fantastic job he is doing.

AAHC REPORT: John Horton provided information about the AAHC CLASSIC CAR SHOW.

EVENTS: Vice President Kathy Nuss reported on several future events that will be in the newsletter and on our website.

OLD BUSINESS:

Bob Branton announced a date for the LADIES ONLY WORKSHOP. It will be Sunday, September 27th starting at 8:00 a.m. and located at his shop on Bell Road by the Wagon Yard Restaurant.

Denine Muré reported on finding a new location for our meetings – a must now that JB's on Indian School is closed. Members present agreed that the September 8th meeting will be held on the regular date at the usual time (6pm to eat – 7pm meeting) at the DENNY'S RESTAU-

RANT, at 3315 N. Scottsdale Rd. If we are unhappy with that there can be further discussion at the meeting.

MONTHLY OWNERSHIP UPDATE:

There were no newly acquired or lost/stolen/sold/freely-given TR's reported this month.

NEW BUSINESS: No new business.

TECHNICAL:

1. Bob Branton gave a very informative presentation concerning zinc additives for oil. The newer oils do not contain as much zinc as recommended for flat tappet engines (which is what our cars have). A discussion and comments from Gene Glenn, Jim Medlund and others ensued.

2. David Riddle reported on the progress on his TR3 which was originally owned by departed club member and racer Bob Schaller. Dave said the color will not change and it will be painted "SCHALLER YELLOW" again.

3. Bill Close recommended DANA RADIATOR in Mesa, saying they did an excellent job on his TR3 gas tank.



Bev Peterson, Secretary

4. Ron Gurnee talked about repairing/rewiring his TR7's fuel pump and gas sending unit.

With no other business, the meeting adjourned at 7:51 p.m.



The Lucas Song

Contributed by: Tom Pennell

This little ditty was first performed by the ensemble "DCTRA's Hannigan Meadow Chorus" at the first West Coast meeting which was called "Triumphest" held at Indian Wells, CA. Year was 1985, I believe!



The Lucas Song

Sung to the tune of the
"Battle Hymn of the Republic"

Let me tell you of the story of
a great man of the cloth.
His name was Joseph Lucas
and he made electric parts.
He put them into Jaguars and TR's
and golfing carts
But his parts don't work no more!

Glory, glory prince of darkness,
glory, glory prince of darkness

glory, glory prince of darkness
His parts don't work no more!

Now Joseph was an expert in the
voltage and the amps
His first job in the business was
extinguishing street lamps.
They called him Prince of Darkness
back when he still wore knee pants,
But his parts don't work no more!

Glory, glory prince of darkness,
glory, glory prince of darkness
glory, glory prince of darkness
His parts don't work no more!

Joseph was intent upon expanding his career
He decided to build refrigerators
for has country dear
Now that's the very reason why the
English drink warm beer.
Because his parts don't work no more!

Glory, glory prince of darkness,
glory, glory prince of darkness
glory, glory prince of darkness
His parts don't work no more!

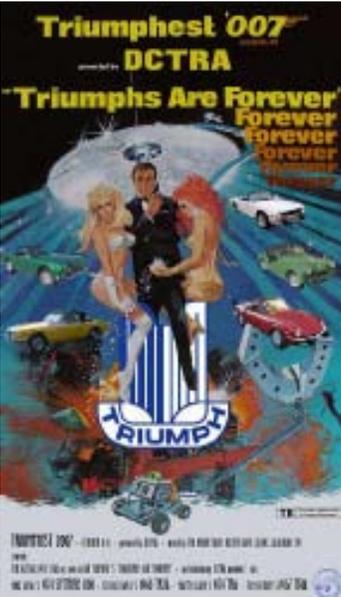
A Jaguar lighting engineer
who's given name was Jim
Ordered up a three-way switch
for the XK 120M.

The Lucas part he got was labled
"Flicker, Off and Dim"
Because his parts don't work no more!

Refrain:

Glory, glory prince of darkness,
glory, glory prince of darkness
glory, glory prince of darkness
His parts don't work no more!

When Joseph lay a'dying
very near the end of life,
His fam'ly gathered round him
and they heard his advice:
The last thing the man would
say is "Don't Drive at Night"
Cause his parts don't work no more!



Triumphest 2007
DCTRA
"Triumphs Are Forever"
Forever
Forever
Forever

**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**

Glory, glory prince of darkness,
glory, glory prince of darkness
glory, glory prince of darkness
His parts don't work no more!

So as you go a-driving
in your early TR-2
Remember that the ghost of Lucas
rides along with you!
You'd better have a flashlight
and a battery or two!
Cause his parts don't work no more!

Glory, glory prince of darkness,
glory, glory prince of darkness
glory, glory prince of darkness
His parts don't work no more!



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Wagon's Ho...

**Words and Photos Contributed by
Jim Bauder & John and Matt Reynolds**

Aug 4, 2009

John and Matt Reynolds in Matt's TR6 and I in my TR250 left McDonalds on Cave Creek Highway just off Hwy 17, at a little after 5:00 AM this morning.

We arrived in Lone Pine, CA at about 2:15 this afternoon, 583 miles from when I zeroed my odometer in Scottsdale!

The drive was hot of course, but not nearly as HOT as I remember the similiar drive to Lake Tahoe for Triumphest last October! Leaving that early in the morning really helped. It was almost cool inWickenburg and didn't get really hot until driving west out of Needles and across the Mo-have!

It's nice here in Lone Pine now at 8:30 or so, as the sun has set below the Sierra and Mt. Whitney. We had a nice dinner earlier at a very decent Mexican restaurant.

Both cars are running great! The TR 6 has been faultless, while the TR250 has continued to suffer from a balky hood latch (won't stay latched!) and the O/D won't pull in unless the engine is turning pretty high RPMs! Typical of the beast I'mm afraid!

All for now! We are off at a more reasonable time tomorrow at around 8:30 to Susanville.

Aug 7, 2009

Lone Pine to Susanville:

I have to apologize for the delay for Day

2 and 3. They of course occurred in the correct chronological order, but unfortunately, my internet access was not quite working just right and/or the laptop had issues, take your pick as both hap-pened at different times. But I think I know the 'work arounds' now so hopefully I will be a little more on-time!

We left Lone Pine at around 8:00 AM, it was a beautiful day about 70 degrees, with great sun, a few clouds and Mt. Whitney in sharp relief against the blue sky.



As we drove north on 395 we would occasionally see hot rods and custom cars. Some were being towed and some were, like our cars, being driven. When we got to Reno we passed a casino with a very large parking lot absolutely chock full of street rods, exotic custom cars, numerous pop-up tents, etc. Later after we stopped at a rest stop, John, told me that gatering must have been the 'Hot August Nights' car show! John, said if he had been thinking when he made the reservations he would have set it up so we could have stayed in Reno and gone to the car show! He was also sure that he could 'double the clubs money' if we would have stopped in Reno!! As we drove north of Reno we continued to see more exotic custom cars on their way south, probably on their way to 'Hot August Nights' too

North of Lone Pine 395 climbs to some 8100 feet, it was chilly enough that at one our stops I had to move a piece of my luggage in the passengers side so that I could roll up the passengers window as I was too cold to be comfortable. Later that afternoon I turned on the heater as it was just plain cold!

trucks, very few other cars and except for one Black Angus 'free range' steer on the side of the road eating his fill of fresh grass, it was a very good ride! As we climbed out of Susanville we began to smell smoke and when we got to the summit of the hill so that we could see a ways to the west we could see lots of smoke fro the numerous forest fires in the area.



John left his watch on the sink in the Motel in Lone Pine. He discovered it about 2 miles down the road. Unfortunately, that portion of Hwy 395 is really divided and about a 150 yards of rough gravel road with cattle guards at each end, is the only U-Turn path we saw. After getting the watch and continuing on the road, we discovered a paved turn around about 1/2 mile further north!

From Klamath Falls we headed west towards Crater Lake. As we got closer to the lake an began climbing towards the National Park the weather grew worse and worse. From cloudy to very black storm clouds, from occasional sprinkles to a deluge! Rain so heavy we had to slow to 20 - 25 MPH in order to see the road. Both TRs responded with class! No leaks from our new tops or new windshields and both W/S wipers worked as were designed to do! Amazing as neither of the cars had been driven in any kind of rain since restoration!

In Susanville we arrived to a 'sold-out' motel, It was full of fire fighters! The very harried waitress said that there were over 100 fire fighters at that motel/restaurant complex alone. There were supposedly a large bunch of forrest fires actively burning in the area.

The drive from Crater Lake to Redmond and the All Triumph Drive_In hotel was an easy 90 minutes or so. We got all checked in and were welcomed by several members of the Portland Triumph Owners Assoc.

Tomorrow, on to Redmond with a stop at Crater Lake!

Tomorrow, registration and car cleanup and detailing to get ready for the car show and tour on Saturday!

Aug 7, 2009

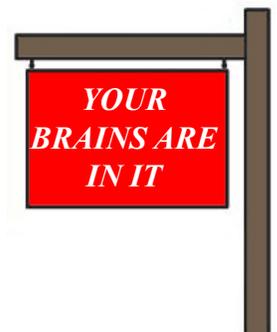
This morning the Susanville radio station announced that the current temperature was a 'cool' 56 degrees! And it was more than cool it was chilly!!

Regards, and more tomorrow!

Aug 10, 2009 (Dispatch A)

We left the motel at 7:00 heading north towards Klamath Falls. We took CA route 139, a really nice secondary 2 lane sate highway. No

Portland Triumph Owners club has really picked a nice venue! A very large resort complex with a



large 2 story hotel, a bunch of condos, 3 restaurants, 2 golf courses, softball fields, and soccer fields where the car show will be held!

Registration was well run with the registration packets well organized and all the regalia displayed, they also had some ATDI Tee shirts for sale that were not available when the



registration was originally designed. They also offered complimentary ice cold bottled water, a choice several snacks of candy and nuts. Good show!

They had a car washing station set up across the driveway from the hotel very near my room! It was busy pretty much all day. I know I spent about 2 1/2 hours cleaning the TR250 and then detailing it. Man-o-man, I couldn't believe how dirty it got driving from Scottsdale to Redmond; it was only 1230 miles! Hopefully, I will only have to do some touch up after we are positioned on the field tomorrow!

They had a Funkhana in the parking lot across from the hotel from 2:00 to 5:00. And a lot of folks took the opportunity to try their driving skill/luck in that venue! I just watched, having made a fool of myself too



many times in the past in those types of events!

In the evening there was a welcome bar-b-que dinner in the conference center across the street from the hotel. However due to the low temps and high winds over the last day or so, it was an 'inside barbeque'. Still fun and an opportunity to meet lots of new friends!

Tomorrow the car show!

(Dispatch B)

Today, it was warm and sunny, very slight breeze and on the soccer field the grass was beautiful! And, there was no dust! A complimentary picture of each of the cars was taken as we drove onto the field. The cars were very artfully arranged by class, with each class grouped to-

gether in an arc with lots of space between each car in class and between classes. It was a beau-



Sometime in the late morning one of the show officials asked Matt if he could have his car at the banquet room about 30 minutes before the banquet, as they wanted to have his car along with a couple of others on display during the banquet. Matt of course said yes, and was very curious as to what this all meant for him and the car!

The dinner was really good, and best of all the food was HOT! I

tiful sight to see 80 some Triumphs all so neatly arranged.

The show was a Peoples Choice with no official 'judges'. I prefer a real judged show, but that can be difficult to produce as volunteer judges can be very hard to recruit.

At noon they announced awards for 2nd Place and below, with those of us not called up, sweat-



ended up at the same table as Matt and John. It was fun to see Matt so proud of his earlier



ing it out until the banquet. Matt Reynolds of DCTRA, was rewarded with a 2nd in the early TR6 class for his beautiful '71 TR6. Matt is only 19 and did much of the work on his car, his Dad, John of course was a tremendous help. He was a very proud Papa!

trophy and so nervous what with his car parked on the carpet right behind our table!

Right after the food there were the inevitable acknowledgements of the



team members that put this meet together and well deserved it was! then an interesting talk by an attorney that is an avid car buff about buying a car on eBay, and how to minimize risk and exposure to fraud,

Matt to come up and after he introduced him, he gave a little talk about Matt and his work on the car, his youth, his enthusiasm, his college work, and that he also has time for a job! Then he awarded his car The Presidents Award. Matt of course was very surprised, very happy and very moved, as we all were!!



After the speeches they announced the 1st Place winners for each class. My brother Randy took home a 1st for his beautiful Spitfire, while I was rewarded for my hard work detailing the TR250 with a 1st place also. One of the crowd hollered out that '...the Bauder Boys were really well represented' which brought a laugh!

The last award given out was for Best of Show, which was awarded to a beautiful '60 TR3. Surprisingly it took only a 2nd or 3rd (sorry, not sure which) in the Peoples Choice show! I voted it as 1st however, for what that's worth!



Then it was time for the awards for the cars that were parked in the front of the room. The first car they announced was the 1st Place for early TR6s, and the 2nd award was for 1st Place for late TR6s. The next to the last award was for Matt's car. The President of PTOA, asked

All for now, tomorrow we head for Vancouver, WA and my brother's home!

I'll be in touch as we do events in the Portland/Vancouver area, but of course not as frequently!



Columbia stopping at one of the many beautiful falls along the river and a couple of other scenic sites along the river. Spectacular weather with clear skies and great visibility.

Over night stay in Vancouver WA and headed to Mt. St Helens the next morning. The road to the Mt is a dead end at the Information Center. Beautiful two lane road through pines and huge fir trees. Temp dropped as the

**Dispatch from John Reynolds
August 15**

We left the All Triumph Drive In on Sunday morning heading for Vancouver WA. Jim Bauder, his brother Randy(Spitfire) and Matt and I headed north toward the Columbia River. Beautiful road winding around Mt Hood which was visible through thin clouds most of the day. Stopped at the Wind Sail



**Not an example of
"Spectacular weather with clear skies..."**



elevation rose. We headed west out of the park and picked up a small state highway toward the coast. Crossed small towns, farms and orchards along the way. Finally reached US 101 at the coast and headed South. Crossed the Columbia again at Astoria into OR. The road in OR winds along the coast with mostly ocean on the right and pines on the left. Small towns approx every 25 miles that are either fishery or farm based. A local told me the stage routes established these towns as

Brewery in Hood OR for lunch. Great local beer and food with the Wind Surfers doing their thing on the Columbia River.

stops along their routes. Overnight stay in Newport OR which is about half way across the state.

Next day, continued south crossing into CA. Heading into Eureka around 6pm the TR6

Following lunch we headed west along the 15



can. I tell him we're walking and he says to wait a minute. He makes a call to a machine shop and the says he'll take the part to him. Off he goes and we head back to the motel. I'm dreading a call to say the yolk is too banged up to re use.

starts to vibrate and then a BANG!!!! Pull off the freeway and limp into a motel. Could only crawl along with the rear end vibrating badly. After checking into the motel, Matt and I jack the car up and pull the rear wheel. The inner axel u-joint had broken!!!! We pulled off the drum, outer axel and remove the inner yoke. Re-install the axel and wheel and lower the car for the night

Four hours later he calls me to say he's got the part back and I can come and get it!!!! We walk back to pick it up and then back to the motel. Installation is the reverse of disassembly

The desk clerk at the motel says there's a NAPA about 1/4 mile away. We walk over but it's closed. The following morning we're the first customers. They have ONE u-joint that size!!!! We buy the u-joint and ask about getting it pressed in. They tell us there's a tire shop another 1/4 mile down the road that may be able to help us. We walk down and the service manager says he can't do the job but can send us to someone that



and we're on the road about 45 min later. If anyone needs the name of a great Tire Shop near Eureka CA let me know. I've got one!!!!!!

Headed south to San Francisco. Temps rose as we moved away from the ocean. Got caught in a accident caused traffic jam that pushed the temp gauge into the red zone but luckily it cleared and we were able to get air moving again and cool the TR down.

Arrived in San Francisco and



the TR didn't seem too happy about the bumpy city roads!!! We'll rest it and wash it before heading out. Going to Laguna Seca for the Historic races on Sunday. Heading home after that.



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

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

- ?? - ???

August 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

Summer Car Shows

GREETINGS TO ALL
ARIZONA AUTO HOBBYIST
FROM YOUR FRIENDS AT
HOT ROD PLANET PROMOTIONS

I know, I know - it's still summer and the last thing you want to think about are Car Shows in this heat !!! In fact, the heat is taking it's toll on several cruise-in's around the Valley. But hang in there, as the cool months are just around the corner.

In the meantime, there are a couple of "in-door" Car Shows - yes, I said indoor Car Shows, that might interest you. Plus, our own fund raiser event for the Commemorative Air Force Museum, is a mere 2 1/2 months away - and we really need all the support we can get in spreading the word about this show.

Listed below are a few events that we are helping promote, and feel free to pass this email along to other Arizona enthusiasts.

More information on all of the events listed below is available at: www.hotrodplanet.com

BEAUDRY RV SECOND SATURDAY
INDOOR CAR SHOW
AUGUST 8TH - AND - SEPTEMBER 12TH
10:00AM - 2:00PM

No Registration Fees - Live Music - Food/Drinks

Fan Favorite Prizes:
1st - \$125.00
2nd - \$75.00
3rd - \$50.00

Show flyer posted at: www.hotrodplanet.com

Anything goes - Classics, Rods, Tuners, Traditional, Race !

SANDERSON FORD PRESENTS

HOT SUMMER NIGHTS
INDOOR / OUTDOOR CLASSIC CAR SHOW
AUGUST 15TH

Brought to you by Desert Cruisers.com and
the Arizona Auto Hobbyist Council

<http://www.desertcruisers.com/events/2723.pdf>

Free to enter - Free to see

BUCKETS, BLOWERS & BOMBERS
OCTOBER 17TH
9:00AM - 3:00PM
Limited to 225 vehicles

On behalf of the Commemorative Air Force Museum Home of the B17 bomber - "Sentimental Journey" and the B25 bomber - "Maid in the Shade"

See the planes - See the cars - all at one event.

This show is open to all makes and models of vehicles, with special emphasis on T-buckets, blown cars and trucks, and traditional rods (rat rods).

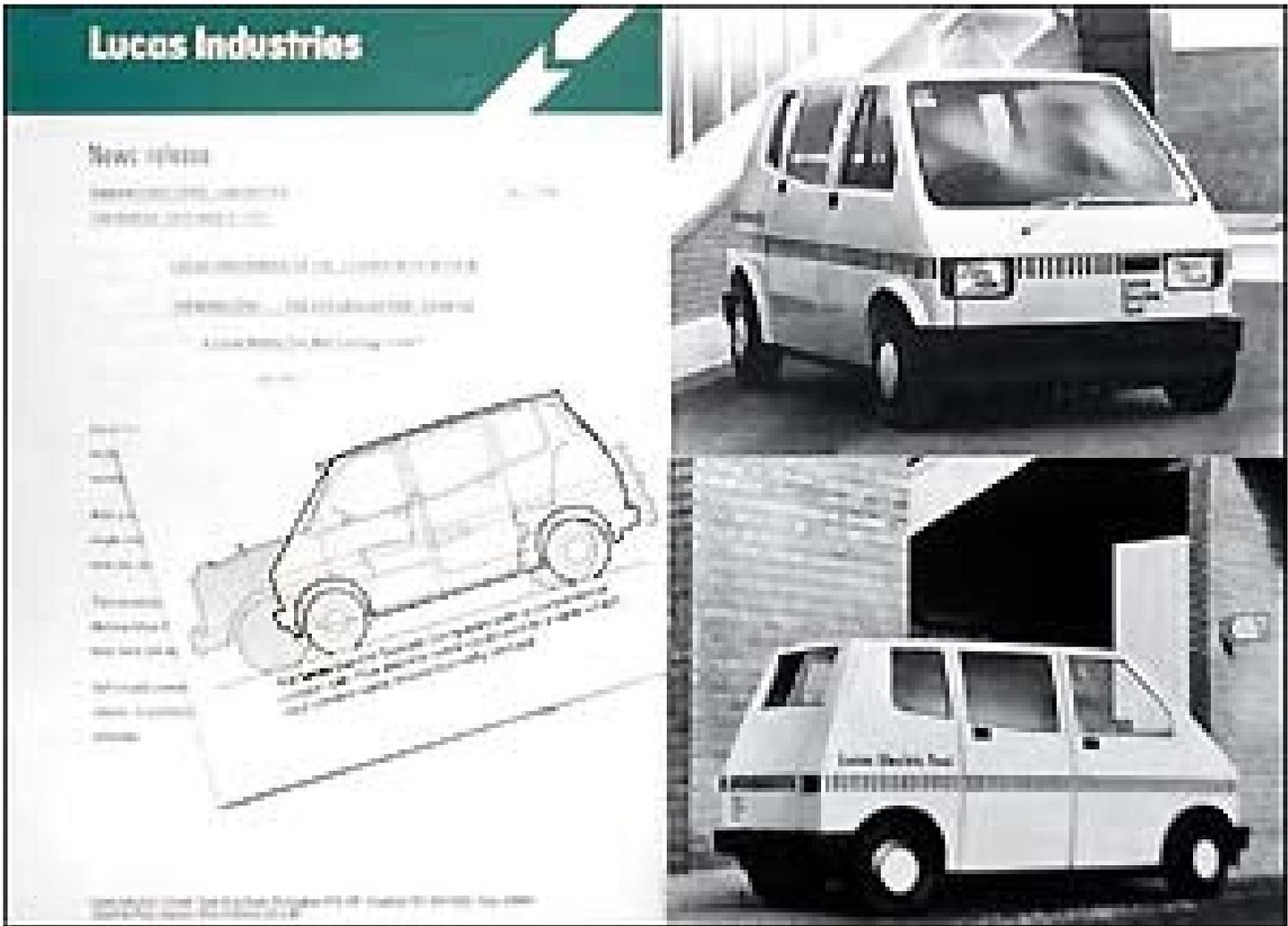
The CAF is a non-profit museum, and houses some really, really interesting aircraft from all eras. The B25 will be on site for a special "charity drive" photo op. See flyer for details. The B17 will be on tour at Edwards Air Force Base, but don't let that stop you, as there are many, many other incredible aircraft to see!

Early rumors are that we may be blessed with a P-51 Mustang at this event - but stay tuned as details become available.

Since the CAF is entirely a volunteer organization, they really need our support in order to keep this rich and important history alive, for future generations. Please consider joining us for this event - your support will be gratefully received.

More information and registration flyer are available at www.hotrodplanet.com

Lucas Electric Press Release



One of the United Kingdom's most enduring brands will proceed with plans to build the quintessentially British electric vehicle. Lucas, the world leader in faulty electrical components, has determined after decades of deliberation to finally push ahead with plans for an electric vehicle wholly of its own design.

The Lucas electric car, to be called the "Prince" in homage to the company's founder, Joseph Lucas, who died in 1902, taking with him to the grave his secrets of how to make working electrical parts. Since that time, the company has been awarded more wisecracks than any other.

Lucas has led in many important innova-

tions since, counting the first intermittent windshield wipers, the first self-dimming headlights, and the first anti-theft starter interrupt devices among its several inventions. The company has also long extolled safe driving practices, as exemplified by its motto: "get home before dark."

Lucas's EV will be based on a design originally conceived in 1968. The company had intended to build the EV in the 1970s but the plans were thought destroyed when the company's then-chief engineer's car caught fire. The blueprints were recently rediscovered in fine shape in a back room, after having been overlooked for decades due to poor lighting.

HEHEHE ;)

Spitfire Seats - Reupholstery

Contributed by Julian Anderson

One has to just love the ads in catalogues that say things like “Reupholstery Seat kits Require No Sewing... Yes! You Can Do it Yourself!”. Make it all sound sooooo easy. The truth, from my perspective, is that it is relatively easy but only once you have done one ----- but the first one can be a doozy!!!

First step; purchase everything you need including seat covers, head-rests, foam base, rubber straps for the seat backs and the myriad of little clips shown in the catalogues but poorly explained. Be SURE to buy new rubber straps (I bought mine from Rimmer Bros in the UK – nice product that worked well).

Second step; remove the seats from the car and start taking plenty of pictures!!!! You have no idea how helpful they can be when you are trying to reassemble the seats. I actually did one seat at a time so that I always had the other seat to inspect when I could not understand the over-photocopied, byzantine instructions that came with the new seat covers. I also kept the old seat base and back as visual references.



Once removed, start stripping the seats down – carefully – being sure to keep each and every piece of fabric, frame and clip for later reference.

Third step; sort out those pieces that you can reuse from those that you cannot, or at least those that you wish to replace. I put the seat reline lever

and bolt into a separate sandwich bag from the clips to be sure that I could find them later. Also prevented me from “misplacing” them. One of the nightmare pieces is the masonite in the lower bolsters on each side of each seat. The masonite sets in my Spits seats were badly damaged and, to make matters worse, the new seat covers were around 1 ½” shorter than the originals, so some math was needed along with some good judgment.

Fourth step; manufacture the new masonite bolsters using the originals as a guide but make sure to follow the shape of the new seat



covers and to treat any rust on the clips. As a side note, the instructions that came with the seats recommended gluing the masonite into the bolsters but I opted to use upholstery staples and found them to be very satisfactory.

Fifth step; start the rebuild. Take the frame and, using a wire brush, remove any old adhesive and rust...there is bound to be plenty of both, the rust caused by soft-tops being left down overnight or in storms. Once the rust has been treated, repaint the frame. Be sure to check the frame for cracks; my driver's side seat frame was cracked but thankfully Armand LaCasse kindly welded it for me (thank you soooo much Armand!).

You may also need to replace the rubber strapping in the seat back. In the case of my



Lucky for me that I was smart enough to buy a hog clip tool prior to starting the job and it made things immeasurably easier!!!

Oh, one big thing!!! Make lots of trial fittings of the base and the seat back BEFORE applying glue, hog clips or other fasteners. This will save a lot of anxiety later on. Redos are

seats it was terribly overstretched – well past its ‘use by’ date. This strapping is not easily sourced in the US so my first attempt was to make my own from chair strapping. This was not really successful as the straps did not have the elasticity that the seats warranted. So, eventually, I bought the Rimmer Brothers kit and was very happy that I did.



Now the nasty part – foam and covers. As mentioned above, the instructions that came with the foam was both over-photocopied and byzantine, so it took me hours to figure out what went where on the first seat. But figure it

tough (I can attest to it!).

Once the seat base work has been completed, start on the seat back. The hardest parts of this are (a) setting the bolster masonite and clips and then (b) getting the seat back cover to sit right.



out I did and then started with the upholstery glue, gluing the seat cover to the foam and then hog-clipping the cover to the metal basket seat frame..



With the base and the back completed the seat can be checked for trueness and fixed back in the Spit.



Lessons learned:

- Plan ahead.
- Take your time.
- Take plenty of photos.
- Inspect the seat frame and repair or replace prior to reupholstering.
- Buy or borrow a hog clip tool.
- Test fit EVERYTHING before final installation.
- Make NO holes in the new covers until you are sure that they are in exactly the right location.
- Keep all work surfaces clean.
- You actually “can” do it, but the first one is much harder than the catalogues would have

into the car.

you believe. The good news is that the second one is much easier!!!

My biggest disappointment in this whole job was the terribly poor quality of the replacement headrests which needed modification prior to installation in the car. The principal problem was that the underside black plates were longer than the headrests. My work-around was to use the underside plates from the old headrests – looks fine but it should not have been a problem in the first place!

In the end, I was satisfied with the job. Pictures show a “before and after” shot of a completed seat next to the passenger seat (clearly non-original center material) and both reupholstered seats back





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:

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Comments/Suggestions:

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MOSS

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.

Classified

TRIUMPH / TOYOTA TRANSMISSION ADAP-TORS

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.

JIM MEDLAND, President
JEFF GIROUX, Parts Mgr.



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Funnies...

A garage attendant didn't know much about foreign sports cars but wanted to sound knowledgeable, he was told that most of them have the name on the wire wheel spinners. So next time one pulled into his garage, on the pretext of checking the air in the tires, he looked at the spinner. Then he casually asked the driver "Sooo, what year Undo is this?"

CASH FOR CLUNKERS..... I QUALIFY IF MY BODY WERE A CAR....

If my body were a car, this is the time I would be thinking about trading it in for a newer model. I've got bumps and dents and scratches in my finish, and my paint job is getting a little dull. But that's not the worst of it. My headlights are out of focus, and it's especially hard to see things up close.

My traction is not as graceful as it once was. I slip and slide and skid and bump into things even in the best of weather.

My whitewalls are stained with varicose veins. It takes me hours to reach my maximum speed. My fuel rate burns inefficiently.

But here's the worst of it --

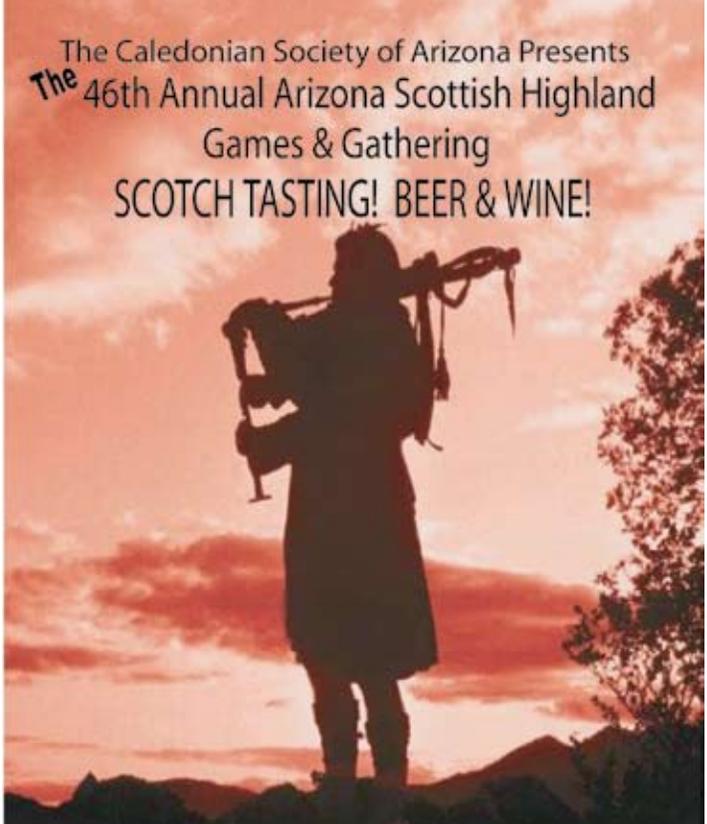
Almost every time I sneeze, cough or laugh, either my radiator leaks or my exhaust backfires.

CASH FOR CLUNKERS.....

I QUALIFY - How about You?



The Caledonian Society of Arizona Presents
The 46th Annual Arizona Scottish Highland Games & Gathering
SCOTCH TASTING! BEER & WINE!



FEBRUARY 27 & 28, 2010
Gates open at 9am

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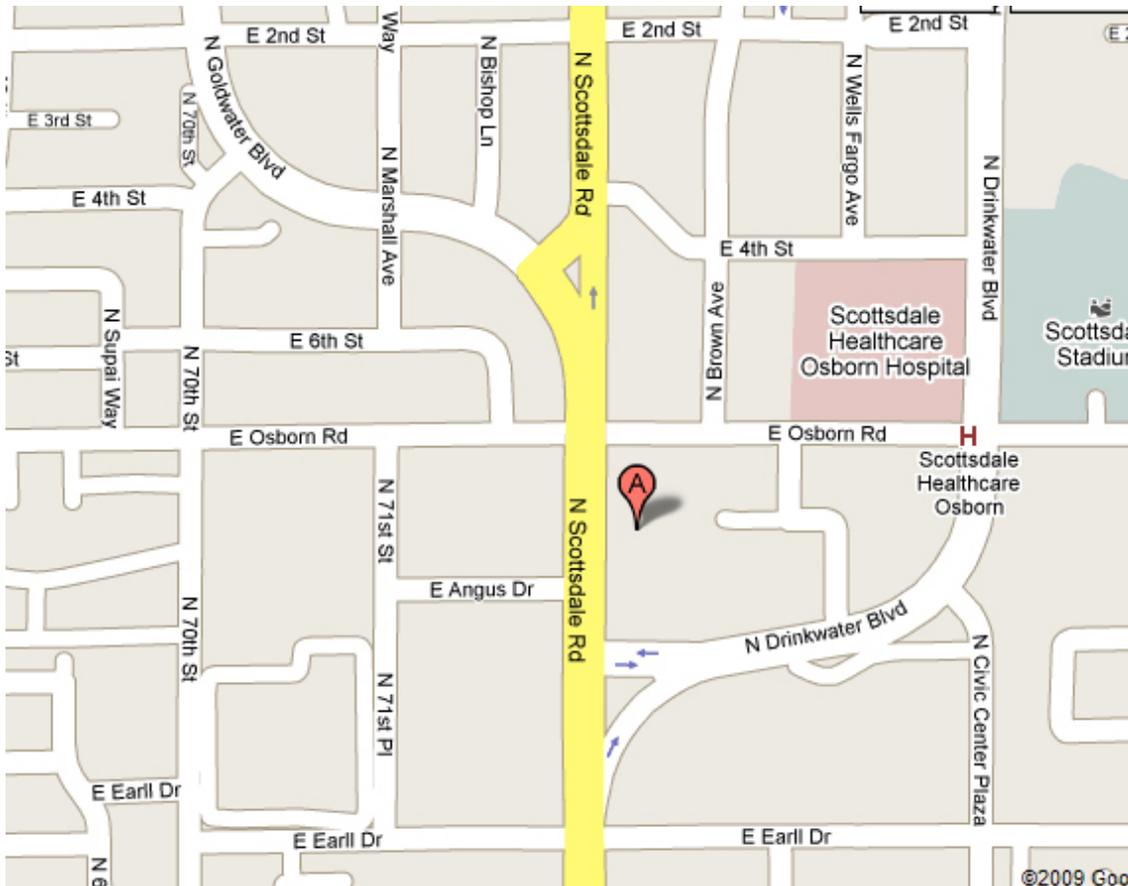
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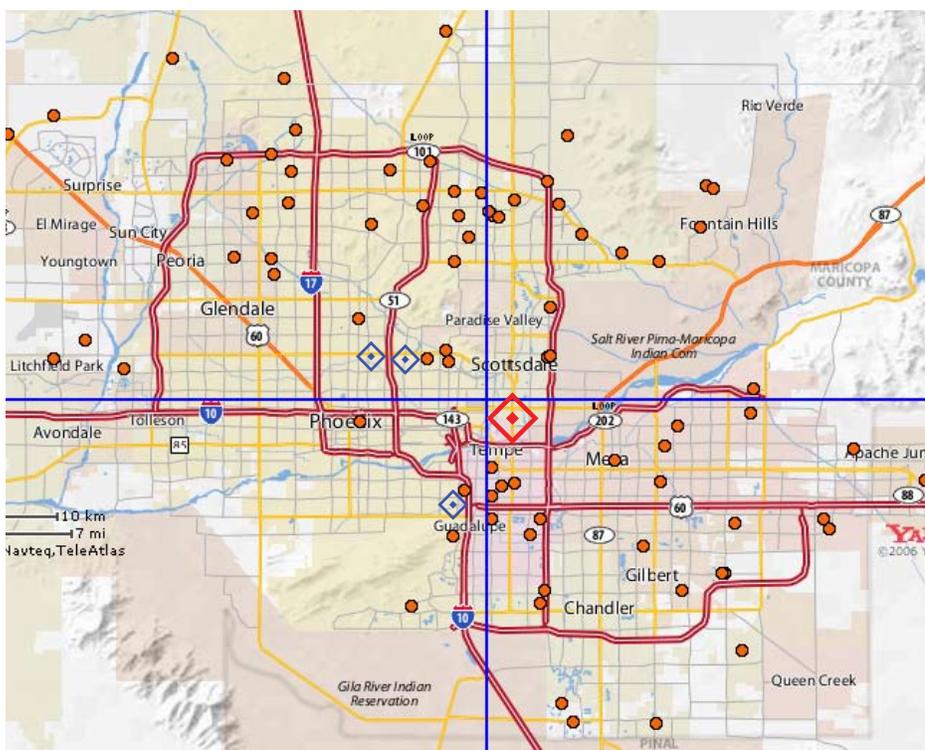
E.MAIL bobbranton@hotmail.com

DCTRA Meeting Location Change!



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

As was reported in the Prez Sez column at the beginning of this issue the Committee formed to find a new location drew a circle around the Valley to find the Center. This was already available on the Club's Website under the "Members Only" section where there is a static map with cross-hairs bisecting the valley and a link to an interactive copy of that map showing the Valley with the address locations of all the Members.



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

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

