



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>

May 2009

VOL. 30 Issue 5

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NEXT CLUB MEETING:

May 12, 2009

7:00 PM

JB's

32nd Street & Indian School

Come Early

**Socialize and Network
with other members**



THE PREZ SEZ

Hello Club Members

If the "hot spell" we had last week is any indication of what the summer is going to be like we should all be driving our cars as much as possible now. The weather has been really terrific for having the top down and the wind in your hair.

I hope everyone who drove in the BEAT had a great time with no breakdowns. I can't wait to hear the stories and see the pictures.

Maybe those folks who have pictures can bring them to the next meeting so everyone who didn't get a chance to go can see what we missed.

The Navajo Memorial Day Weekend trip put together by Armand sounds absolutely great. Thanks again Armand for extending this invitation to all members. I hope lots of enthusiasts get to take advantage of this interesting, educational but fun loving weekend.

For those of you who don't get British Motoring Magazine by Moss Motors, Winter 2009 has a good article on a Buyers Guide for the TR6.

It really raves about the TR6 being one of the most successful sports cars to leave England so for those of you who own one, you should be especially proud as nearly 100,000 cars were sold from 1969-1976 with a good portion of those being sold in the United States.

Another article is a Practical Guide, 10 tips for your current or next restoration. I thought it was good reading and very straight forward.

If anyone wants a copy just let me know. Speaking of which,

Continued on Page 8



2009 Officers

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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.

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Minutes of the April Meeting

President Kathy Slabaugh opened the meeting at 7:00 p.m. at JB's RESTAURANT, 32nd Street & Indian School Road in Phoenix. The following members attended and indicated that they drove a TR to the meeting:

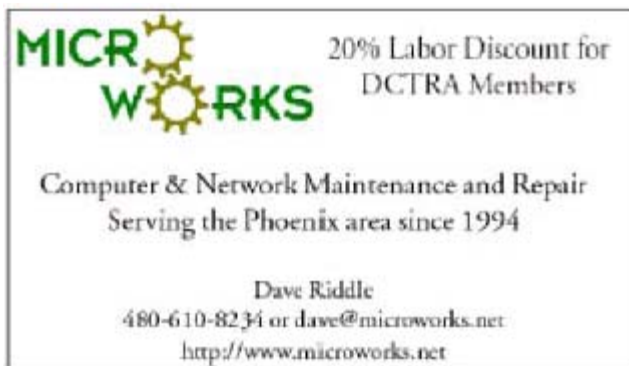
Julian Anderson	Armand LaCasse - TR
Matt Reynolds - TR	Jim Andres
Stu Laswell - TR	Dave Riddle
Jim Bauder - TR	Lee Loftin
Rob Shuster	Bill Close
Robert Mazer	Court Slabaugh
George Montgomery	Kathy Slabaugh
Tim Titus	Virgil & Marlene Cole - TR
Patrick McDermott	Sally Smith
Ron Gurnee	Linda Nicholson
Roy Stoney	Detta Hampsch
Marie Thompson	Pete & Bev Peterson - TR
Betsy Kavash	John Reynolds - TR
Julius A. Walters	

Dave Riddle showed a video segment about the TR4 from HD Theater's British show "Classic Car Club."

MINUTES: The minutes of the March 10, 2009 meeting were approved as written in the April newsletter.

TREASURER'S REPORT: John Reynolds reported that we have money! He submitted two bills which were approved:

- .. \$10 to the AZ Corporation Commission for yearly dues
- .. \$275 to the Vintage Triumph Register for



insurance

Patrick McDermott submitted a bill for \$47.50 to cover food and supplies for the Tech Session held at his home on April 11, 2009. It was approved. Attendance at the Tech Session is listed below; nobody drove their TR because of the RAIN:

Julian Anderson	Martin Jones
Jim Bauder	Armand LaCasse
Gene Glenn	Patrick McDermott
Ron Gurnee	Pete Peterson

Gene Close submitted a bill for \$25.00 to cover the few remaining newsletters that are mailed or hand-delivered to those who do not receive it by email. This introduced a discussion resulting in Jim Andres volunteering to do the mailing to members and Bob Mazer the hand-delivery to Delta Motorsports each month.

MEMBERSHIP: Marty Clark was not present to report.

NEWSLETTER: Dave Riddle reported that the newsletter is going well and thanked Jim Bauder for his input.

AAHC REPORT: John Horton was not present to report. Bev Peterson reported that the annual "AAHC 1st Monday in May" event at Mel Martin's will be held at his new facility at 17241 N. Black Canyon Hwy. on May 4th at 6:00 p.m.

EVENTS: Vice President Kathy Nuss was not present to report. Kathy Slabaugh reviewed upcoming events and ideas that have not yet been finalized:

.. **Saturday & Sunday, April 18 & 19:** the B.E.A.T. weekend – there was a show of hands of those going on the tour.

.. **Sunday, May 3:** the monthly Breakfast Run will be hosted by the Jaguar Club. Remember that we start summer hours: meet at 7:00 a.m. and leave at 7:30 from the parking lot at the NW corner of 32nd Street and Shea Blvd.

Saturday, May 16: The Prescott Highland Games will be held at Watson Lake in Prescott. Discussion followed concerning making this a weekend trip starting on Friday evening and staying in the cool pines until Sunday. More information later.



The International Club for TR7 and TR8 Owners

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Formerly the TR8 Car Club of America

DCTRA Navajo Arizona Road Trip

Organized by Armand LaCasse

Updated Details as of April 24, 2009

Are you ready for a weekend road trip? Have you ever been to the Petrified Forest or Painted Desert? Would you like to do a little rock hounding? How about if dinner, overnight accommodations in Navajo AZ and breakfast are included? Well here are the latest details of the event I proposed at our last meeting...

Saturday and Sunday of Memorial Day weekend – May 23 and 24 - are now the official event days. (Friday afternoon arrival and Monday departure dates are possible if you let me know what you would like to do.)

Free accommodations are at a two bedroom, two bath house with a large living room located three miles north of Navajo AZ – exit 325 on I-40. Guest accommodations include three single beds, a double bed, two couches, a reclining chair, and lots of floor space. The house sits on 40 acres of grazing land and is easily accessible by any Triumph via a dirt road AS LONG AS IT DOES NOT RAIN. Cell phone coverage is excellent at the house so no need to worry about getting lost.

You are welcome to bring a camper or travel trailer if you do not wish to drive your Triumph.

Continued on Page 10

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JIM MEDLAND, President
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DCTRA.ORG Email Account

Want to get a DCTRA email account (yourname@dctra.org)? Send an email to Dave@microworks.net and request one.

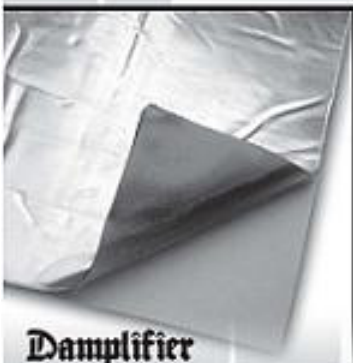
You can access the account via a web interface at <http://www.dctra.org:8383> or you can use a regular email client like Outlook, Eudora, etc... There is even built in support for syncing with Outlook and PDA phones (Windows Mobile, Blackberry, etc...)

The mail server is configured to provide stringent SPAM and Virus filtering so you can use the account with little fear of being bombarded with SPAM or getting a virus infected attachment.

Settings for your mail client: set both the POP3 and the SMTP Server to dctra.org.

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• Eliminate Road Noise • Reduce Engine rumble • Kill Exhaust Drone • Insulate from Extreme Temperatures



Dampifier

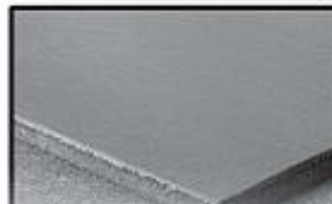
Dampifier is a self adhesive thermal-acoustic vibration mat that gets applied to the cars metal panels to dampen unwanted road noise, engine rumble and exhaust drone. Dampifier has no odor, protects against rust and has the highest thermal rating in the industry. Over 500 degrees! **40 sq feet \$96**

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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



Continued from Page 1

Moss Motors is having a sale on upholstery. Since I am in the market for new foam for both of my seats I'd like to take advantage of this sale.

The only problem is, I don't know the first thing about how to go about doing this or what exactly it all entails. I know what I need to order but once it arrives I'm at a loss. I know it's got to be cheaper than an upholstery shop doing it so do any members have experience replacing the insides of the seats or any suggestions? My fabric is in perfect condition, it's just the insides are crumbling all over the floor of my car and the seats are getting more uncomfortable each time I take it out.

No news on either Linda's possible new TR6 or my TR3 coming out of Fargo, ND. Is this where no news is good news? I look forward to seeing everyone at the next meeting, keep those cars up and running.

Kathy Slabaugh
Pres. of DCTRA



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Calendar of Events

Sunday, May 3rd: Breakfast run sponsored by the Jag club. Don't forget we return to summer hours then, meet at 7:00 am to leave at 7:30 from 32nd St. & Shea.

On May 16th we have been invited to show our cars at the Prescott Highland Games. This is only a one day event at Watson Lake in Prescott. The idea being tossed around that we might go up on Friday evening and spend the night in Prescott to avoid setting off at O'Dark thirty. Possibly make a weekend of it and stay till Sunday. Several people have expressed an interest in doing so, if you would like to join in let me know ASAP and I will try to get us a group rate at America's Best Value Inn which we have used in the past. Not fancy but OK. As in Phoenix we will get free entry to the event. Find out more details at www.prescotthighlandgames.org

Saturday & Sunday, May 23 & 24: Navajo AZ Road Trip. Contact Armand LaCasse for particulars.

Minutes Continued from Page 4

Saturday & Sunday, May 23 & 24: Navajo, AZ - Road Trip hosted by Armand LaCasse. Armand explained the change of date to Memorial Day weekend and answered questions concerning the trip.

Cruise Night Locations:

FRIDAYS: Albertson's shopping center, Warner & Lindsay

SATURDAYS: Scottsdale Pavillions (MacDonalds) from 4:30 p.m.

2nd FRIDAY OF EACH MONTH: Downtown Mesa

SATURDAY EVENINGS: Power & Hampton – 1st Saturday of the month is British Car Night

LAST SATURDAY OF EACH MONTH: Red Mountain – NE corner of Loop 202 & Recker Road

Other proposed events:

3 Flats Rally (Tortilla, San Tan and Grease-

wood) - George Durkin volunteered to put this together. No date yet.

LBC Campout – Stu Lasswell offered to sponsor a trip this fall. No date yet.

Autocross – Dave Riddle is looking for a location – we need a large parking lot that will let us hold the event.

OTHER COMMENTS:

“ Deta Hampsch thanked everyone who worked on her car at the Tech Session at John Horton's garage.

“ Patrick McDermott thanked everyone for helping with his TR7 at the Tech Session held at his house.

“ Jim Bauder mentioned that he had lost a tool at that Tech Session and asked if anyone had found it.

“ Bill Close said he is now making a “dedicated driveshaft” for his Toyota 5-speed transmission conversion - \$325

“ Ron Gurnee gave a VENDOR RECCOMENDATION for British Bob. His car went from 18 to 26 mpg after Bob rebuilt his carburetors.

“ Jim Bauder invited club members to join him on his summer trip to Redmond, OR in August. Dave Riddle offered him a notebook computer to make a travelogue for the newsletter. Stu Laswell wants one too for his trip to South Carolina.

“ Pete Peterson announced that he sold his black 1961 TR3 and bought a white 1961 TR3 with a hardtop – the long story will be in a future newsletter.

“ Kathy Slabaugh reported on the flooding in Fargo, ND – where her brother lives and where the TR3 she hopes to buy is located.

“ Marlene Cole announced that Virgil is thinking about selling his TR250 if he gets “an offer he can't refuse.”

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

Bev Peterson, Secretary

Continued from Page 5

You will need to bring a sleeping bag or sheets/blanket for your free accommodation!

If you would rather stay at a motel, Chambers AZ is 10 miles east of Navajo and has one motel - The Best Western Chieftain – (928) 688-2754. The Chieftain is rated as two stars by Michelin so do not expect any turn down service with chocolate on your pillow. Holbrook is 40 miles west and has about 25 motels including the usual roadside chains to choose from.

The “Official” Schedule starts Saturday May 23:

7:30 am Meet at McDonalds in Fountain Hills on Shea north of SR87, aka the Beeline highway.

7:45 am Leave for Payson via SR87 – about 65 miles of driving.

9:00 am Arrive in Payson – eat a big breakfast at one of the cafes on the south side of town.

10:30 am Depart Payson via east SR260 to north SR277 (near Heber) to north SR377 to SR77 to Holbrook – about 100 miles of driving. Tour Holbrook, buy any groceries you wish and fill your gas tank!

12:30 pm Meet at Jim Gray’s Petrified Wood Co. south of Holbrook at the intersection of SR77 and SR 180. Enjoy the petrified wood display out front and tour the showroom. Visit petrifiedwoodco.com for more details and your free pound of petrified wood coupon. Just remember to declare any petrified wood you have when entering the Petrified Forest National Park.

1:00 pm Depart the rock shop heading east on SR180 for about 20 miles to the south entrance of the Petrified Forest. Pay the park admission fee (\$10 per car I believe). Get a map and take your time viewing the many exhibits. Try not to speed too much through some of the twisty turns. The Painted Desert is at the north end of the park. Plan on being at the north entrance around 4:30 pm – about 50 miles of

driving.

4:30 pm Meet Armand at the North entrance to the Petrified Forest Park. If you are running late, call 602 904-1037. We will drive about 20 miles on I 40 east to Navajo AZ, exit 325. The house is three miles north of the Navajo exit on county road 7003.

6:00 pm Dinner begins the evening activities. Rib eye steak, baked potatoes, salad, etc. are on the menu. Then a movie will be projected on the living room wall. And outside around the fire pit you can watch for falling stars.

Sunday May 24:

8:00 am We will start with breakfast including bacon, eggs, fruit, juice, coffee, etc.

9:00 am Rock hounding for petrified wood and other rock specimens within walking distance of the house. I know of many places where you can easily find enough cool rocks to de-arch a Triumph spring or two!

Noon Departure for those who want to easily get home by 5:00 pm

If you are interested in this little road trip, please let me know. I do not expect rain this early in the summer so we should be good. However if it rains, the normally dry Crazy Creek will live up to it’s name and anything that is not four wheel drive will be sucked into the muddy road.

Thus far, Pete Peterson, John & Kathy Nuss, Pam R at Pueblo Design, Virgil & Marlene Cole, and John Horton have expressed interest in this “little road trip”. Please let me know if you wish to attend.

It truly is a neat place to visit and all are welcome to attend.

Armand
602 904-1037

How I Became Involved with Triumphs

Courtesy of George Montgomery

Like most teenagers I was fascinated by hot rods: the big engines and modifications that could be made to the old flathead V8's. General Motors was beginning to set new racing records with their new "overhead valve" engines. GM was still promoting their straight sixes and eights while Ford had led the crowd for many years with their V-8s. This was during the mid-late fifties and I was 13 years of age. I would read all of the "Hot Rod" magazines that I could get my hands on. A Junior High English teacher required a term paper showing a comparison of ideas or things. I chose to do a comparison of American automobiles to Europeans. I read several books and magazines. My conclusion was that the European autos were better-constructed, lasted longer and got better gas mileage. They were generally smaller and more economical. An uncle started giving me his "Sports Cars Illustrated" magazine. I began to read about "Lister Jags" and "Bird Gage Masarities". I read about racing that wasn't just a spurt in a straight line but on road courses. These cars had to corner as well as accelerate.

When I was 17, I had saved almost enough to purchase my first car, I still wanted a big V8, especially one with the new sporty "hard top" coupe body. Being still a minor and with no legal standing to purchase a car, I was at the mercy of my parents signing the purchase contract. What would they let me buy? "No V8! They're too fast and use too much gas." In 1960 I bought my first car, a 1955 Chevrolet Bellaire. It wasn't a hard top but had the ugly "B" post and it was a six cylinder. But it was mine! I no longer had to be chauff-

feured everywhere. Then I found out that this six cylinder was the Blue Flame Six, the same engine put in the first (1954-55) Corvettes. While they had dual side draft carbs mine had a single down draft carb. But it was a BIG dual throat carb and a mechanical overdrive. I found that I could out drag race any stock 6 cylinder or flat head V8 in town. I began to dream of hot rods with hopped up six cylinders or flat head V8's. Even admired the "For Ever Four" club. Drag racers devoted to the racing of old Ford Model T and A's in a highly modified state with multiport heads and overhead valve conversions available for the period. Thus as the twig was bent, so was the tree shaped.

A college pal had new Harold convertible. We would drive it around the city on the free-ways. I thought to my self. "What a life, to be able to drive one of these around town all day. One spring I came home from college for the summer of '63 with no car and intending to work for the summer to purchase a car to take back to college. A friend's Dad had just "restored" a TR-



3. It had a new paint job and seats. I liked being able to pick up a dime off the ground by just reaching out the door. I liked how fast it would go and how I could whip it around corners. Still being a minor at age 19, I was still at the whim of my parents. "No, that car is too small and dangerous. We think that you should get something bigger and safer." I found a beautiful 1958 Plymouth Sport Belvedere. This was the same as the Fury model with the 418 CID engine, it just did not have the same name badgeing. It was a

Cruise Night Locations

Scottsdale Pavillions near McDonalds

Saturday evenings from 4:30

Downtown Mesa - 2nd Friday of each month in

Downtown Mesa

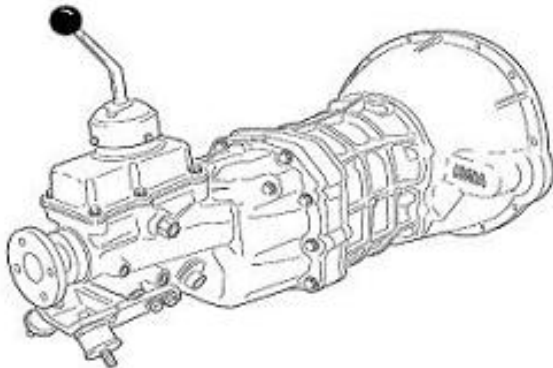
Mesa - Power & Hampton on Saturday

Evenings



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2-door hard top, white with a gold spear down the side, tall fins, and a red and white interior. It was a huge car that floated like a cloud, smooth and powerful. But it rolled excessively in corners. I had bought it out of spite, but it was a big engine 2-door hard top. I had my hot rod.

When I returned from Viet Nam in 1967, my father had passed away. Needing a car and to help my mother out I bought his car, a '61 Chevrolet Biscayne, no chrome trim and no radio. At least it was transportation. She still thought of it as "their car" and when she retrieved packages from the trunk one afternoon, she found my bottle of scotch. She was taken aghast! "Dad would never have had whisky in the trunk of his car!" I traded the car the next week for a 1963 Spitfire Mark I. I joined the local SCCA club and was initiated to: autocrossing! Rallying! and associating with other British marques.

That car was rolled while on a rally and replaced with a 1964 TR-4. I really enjoyed that car and drove it the rest of the time I was in the US Army and through my undergraduate years of college. I did a great deal of autocrossing, rallying, and crewing for racing friends who drove Spitfires and a GT6. While in college the TR-4 deteriorated for lack of attention and proper maintenance. It was sold upon graduation from UTEP, in 1970, before moving 700 miles to a new job with my then family of 4.

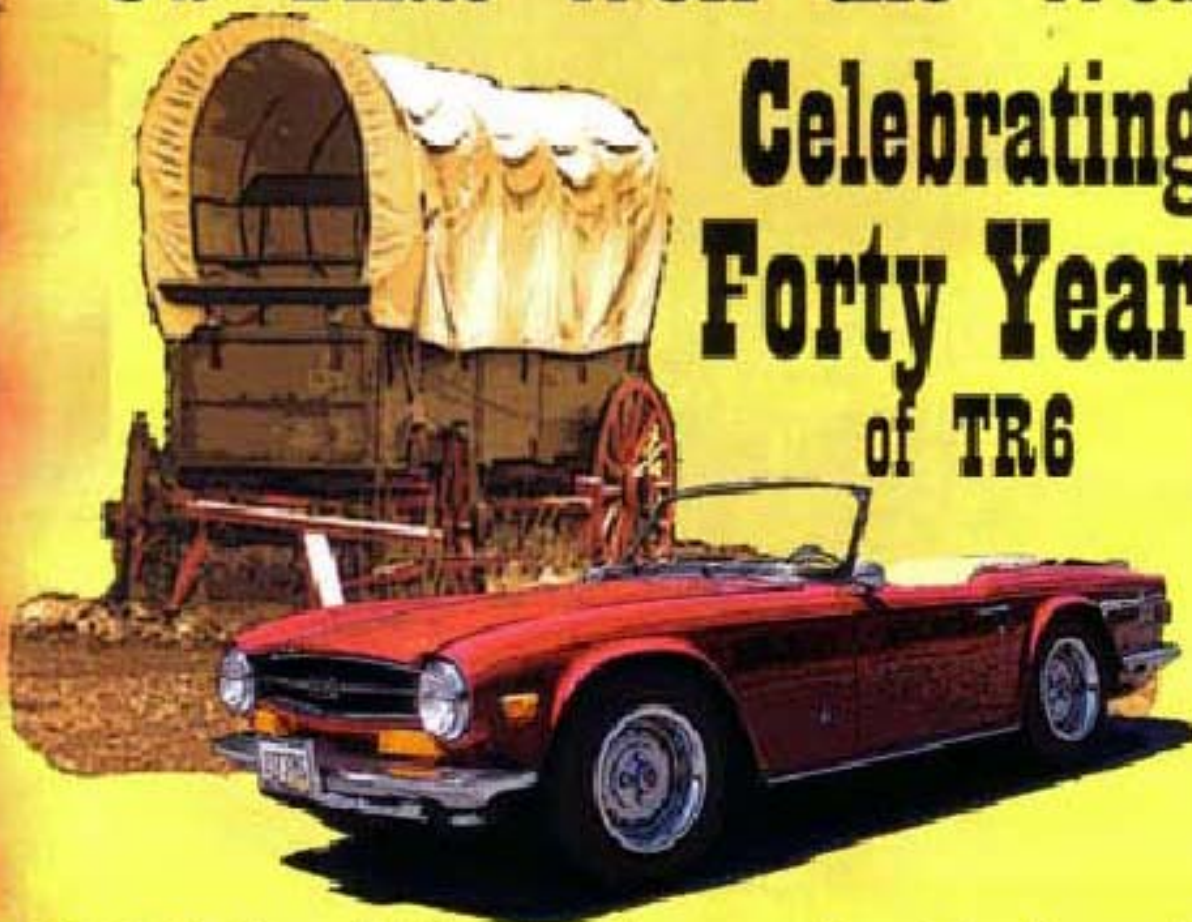
In 1978, I needed another car besides the family station wagon. I found a 1973 Carmine Red Spitfire 1500 at a salvage yard being billed as a "completely restored" sports car. It had a year number painted on the starter motor and an cheap paint job. It ran well and was only \$1,800. It was for, the next 7 years, just a work car for me; but also the fulfillment of a 16 year dream as I drove around the city freeways in my Triumph convertible to see business clients. In 1985 I learned of and joined the Central Oklahoma Triumph Register (COVTR) and started a 10 yr history of weekend SOB's (Saturday Out Bunch), and Regional South Central VTR meets. I began to autocross the car again. I got a new paint job and detailed the rest of the car and drove it to

Grape Vine, Texas for my first VTR National meet. The car won a 2nd Place in concourse and I won a 2nd Place in auto cross. The car did not have an overdrive so Interstate speeds were a real pain. I found a used overdrive unit that fall and caravanned with the COVTR to Albany, NY for the 1989 National VTR. I also drove to the 1990 in Boulder, Co and the 1991 in Savannah, GA. In 1997, I moved to Houston, TX and joined the Texas Triumph Register. There I spent 2 years of weekend trips and SCVTR Regional meets before moving to the Phoenix, AZ area and the Desert Center Triumph Register. The next three years were spent touring the Arizona desert to old abandoned mines, on All British Breakfast Runs, and the fabulous British European Auto Tour (the BEAT). The BEAT was a back roads 500 mi rally from Phoenix to Flagstaff with 150+ cars of various European vintages participating. In 2002 we moved back to Texas and to Kerrville, TX and joined the Hill Country Triumph Club.

I have now retired and travel in our motorhome. Not being able to keep the "Ruby" and travel, too, I gave the car to my daughter, Jennifer. She was six years old when I bought the car and grew up helping me to wash, polish and detail it for car shows. She would stand in the hot sun with me hoping for another trophy. As a teenager she would ride with me as a navigator on sports car rallies and eventually would drive while I navigated. There were many nights that I would stuff her and a couple of friends and go get a pizza after the school football games. Last September (2008) I drove the car one last cross country trip to Orlando, FL for her 36th birthday, the same age I was when I bought it. She now drives it daily to work. Ruby lives on.

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

BEAT Rally 2009

Courtesy of John Reynolds

Over two dozen DCTRA members partici

vehicle failed to produce a usable machine. The “œa was transported to Prescott by flatbed and abandoned there. Luckily, the manager of the shop had a Triumph Spitfire and took pity on the derelict vehicles owner. Additional pictures docu-



Steve Thompson’s TR4 with the donut line

participated in the BEAT the weekend of April 18.

Some managed to bring their Triumphs along and thankfully only one managed to “embarrass the Marque!!! Cars were off at 06:30 on a beautiful Saturday morning to Wickenburg for the first leg of the tour. Following donuts and coffee the group left for Prescott heading north on AZ 93. Approaching the turn to AZ 97 one nominal “Triumph” declined to proceed. Herculean efforts by Bill Close to revive the alpha designated

menting the abandonment are available through

Matt’s recently restore pride and joy



Website Makeover

The DCTRA website gets a makeover!

The previous design was on-line for for two years. Time for an update. I had been working on a redesign on and off for a while but after getting a copy of the photo of Jim Bauder's restored TR250 I was inspired as to the color selection and other design accents.

Hope you like it.

This got me thinking that I would keep the design elements the same but just change the header photo and update the color scheme to match the photo.

Therefore... If you would like to see your car featured like Jim's please email me a nice high resolution photo of your car. Give me plenty of background room around the car (meaning: don't zoom in on your car and make sure the background is "pleasing" and complimentary to your car) so that I can better crop and position the car within the header area.

It's a great time of the year to have the car out so get the out to a park, etc... and take some new photos!

I also added a free "Classified Advertising" section. Give it a try!



donations to the club treasury. (The negatives however, are not for sale!)

Everyone else enjoyed lunch on Whiskey Row in Prescott while the locals checked out the cars



parked in the square. The next leg was to Clarkdale via Jerome. Cars left Prescott at 12:30

John Reynold's yellow TR-6 slumming next to some Italian red-head tart.

In Clarkdale, Craig and Armand performed the horn and sound test for the Best Horn and Best Exhaust contests. Photoâ™s were also taken of all the cars participating. John Heisser made the finals for the Best Exhaust and Steve Thompson for his horns.



"Who embarrassed the marque?"

Unfortunately John lost to a V8 Morgan and Steve to a so called regal sounding Bentley!

The next leg was to Flagstaff though Sedona and Oak Creek Canyon. It was just superb top down Triumph driving!!! All the Triumphs, save one, arriving at Little America safe and sound!!!

Sunday morning following breakfast and the awards most headed back via Payson.

A Great weekend, with great roads and great company!!!!

Gasoline Alley's Tenth Annual Birthday Bash, North Las Vegas, NV, May 23rd-24th, 2009: Event kickoff party will be held on Saturday, May 23rd, from 4:00pm to 10:00pm, at The Cannery Casino and Hotel and includes live bands, dedicated parking, and vendors. Sunday, May 24th, from 8:00am to 5:00pm, we're "On the Grass" at Eldorado Park. As always, this event is open to all vehicles, motorcycles, trucks, low riders, racecars, bicycles, etc. Register by May 10th for only \$30.00, \$35.00 thereafter or on site. ALL registered vehicles qualify for a very special drawing Sunday afternoon, must be present to win. Registration includes great goodie bag, event T-shirt, drink koozie, and dash plaque. There will be numerous trophies awarded on Sunday at Eldorado Park, including Best of Show, Top Twenty, Participants Pick, Kid's Pick, and People's Choice. HUGE amount of items being confirmed for our Third Annual Live Auction as well as drawings throughout the day at Eldorado Park, including driving experiences at Mario Andretti Racing School, dinners and shows on the Strip, NHRA memorabilia, and many more. All proceeds to benefit The Lili Claire Foundation, which assists children with neurogenetic defects, including Autism, Down Syndrome, and Williams Syndrome. To learn more about the incredible services offered by The Lili Claire Foundation, please visit The Lili Claire Family Resource Center at UNSOM, located at 522 East Twain Avenue, Las Vegas, NV, or call (702) 862-8141. For more information regarding Gasoline Alley's Tenth Annual Birthday Bash, please contact Mike at (702) 371-7469, gasolinealley@cox.net, or visit our event website, www.birthdaybash.net. Since the inaugural event in 2000, Gasoline Alley's Birthday Bash has generated over \$155,000 for local children's charities! With your support, we will "Pack the Park" and have the biggest, and best, Birthday Bash ever. We are truly changing children's lives.

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Save The Date!

Saturday June 6th 2009



The 2009 Mid-Iowa Brit/Euro Car Classic is rapidly approaching. Make plans now to attend. This year's extravaganza will take place on the first Saturday in June. Formerly known as the Beaverdale Brit/Euro Auto Fest, the show attracts over 120 fine sports cars every year. Make plans now to spend June 6th with us as we celebrate our passion for British and European automobile craftsmanship.

This year's show promises to be bigger and better than ever. The destination will be the beautiful West Glenn Town Center in West Des Moines, Iowa. Truly a premiere location that compliments the style and grace of this year's featured marque: Triumph.

See the map on our website for directions. There's more room for more cars and people. Our classic car show will be surrounded by many shops, restaurants, hotels and entertainment. Everything to make your trip to beautiful central Iowa exciting and memory filled.

A new year brings exciting new changes to The Mid-Iowa Brit/Euro Car Classic. Friday night June 5th features an outdoor concert and party at The West Glenn Town Center. Automobiles from our show will be featured during this event. Maybe yours could be one.

Another exciting change this year is the addition of judging classes. Wax your car. Polish the wheels. Make her shine nice and bright. Impress the judges and you could go home a winner with a trophy from the largest British and European car show in the Midwest.

Don't miss the best car show in the Midwest. The 2009 Mid-Iowa Brit/Euro Car Classic will be the premier event for all enthusiasts of fine British and European automobiles. Register early for this exciting show. All the information is easily found on our web site listed below. We are always adding new information so check back often.

Feel free to forward this information to all of your car club friends. We would love to see them and their classic car at the show. We look forward to seeing you on June 6th at The 2009 Mid-Iowa Brit/Euro Car Classic.

**Get the latest information on our website:
www.midiowacarclassic.com**

As always, if you wish to no longer receive notifications about The 2009 Mid-Iowa Brit/Euro Car Classic, please reply to this email with the word "remove" in the subject line. We respect your privacy almost as much as we respect your passion for classic automobiles. Seriously though, just ask and we will remove your name from our list. Thank you.



At Arizona Image CARSTAR Paint & Autobody we like to think of our customers as friends, and hope you will feel the same. Situated in a very strategic location in Mesa, Arizona Image CARSTAR is a 13000 square ft facility of quality automobile service and repair.

We offer Domestic and Import collision repair, Pick-up and Delivery service, Hassle free handling of insurance claims, I-Car Gold Class certified technicians, Repair Warranties, On-site rental cars, 24 Hour Towing, and Detail Service.

Dan Needham, owner of Arizona Image CARSTAR Paint & Body, has been in the collision business for over 23 years. He has been around the business all his life. He started out helping his dad at a very young age when his dad owned his own shop for 47 years, the last 22 years in Mesa. Dan manages the business end of the collision repair facility and Arizona Image CARSTAR Paint and Autobody.

ARIZONA IMAGE CARSTAR

Paint and Auto Body
1858 East Main Street
(480) 461-1000 ½

One - Half ½ Block West of Gilbert on North side of Main Street



DCTRA 2007 Membership Application & Renewal Form

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:

Form may be returned to John Reynolds,
Treasurer, 806 E. Campus, Tempe, AZ 85282

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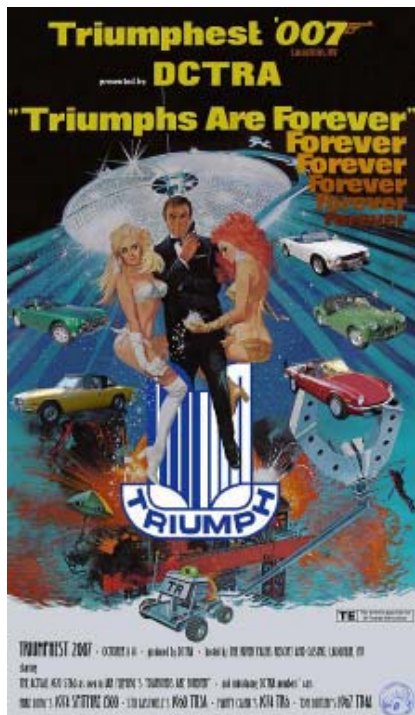
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- TR6
- TR7 & TR8
- Spitfire & GT6
- Sunbeam Alpine & Tiger

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We still have copies of the Triumphest 2007 Event Poster.

Don't have one hanging in your garage?

Get one!

Free to a good home (or garage!)

Contact Dave Riddle at 480-610-8234 or via email: dave@microworks.net to arrange to get one at a Club Meeting

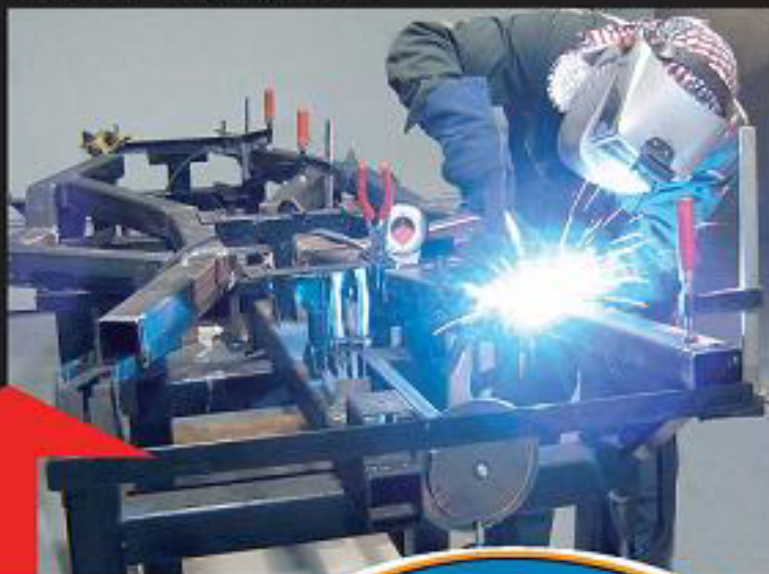
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Post Your TR Story to the Club's Website

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 to 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](mailto:dave@microworks.net) 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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