



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.

April 2007
VOL. 28 Issue 4

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CLUB MEETING:
APRIL 10TH - 7:00 PM
EL ZARIBAH SHRINE
552 NORTH 40TH
STREET
COME EARLY-
HAVE DINNER-
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BENEFACTORS!



Websites!

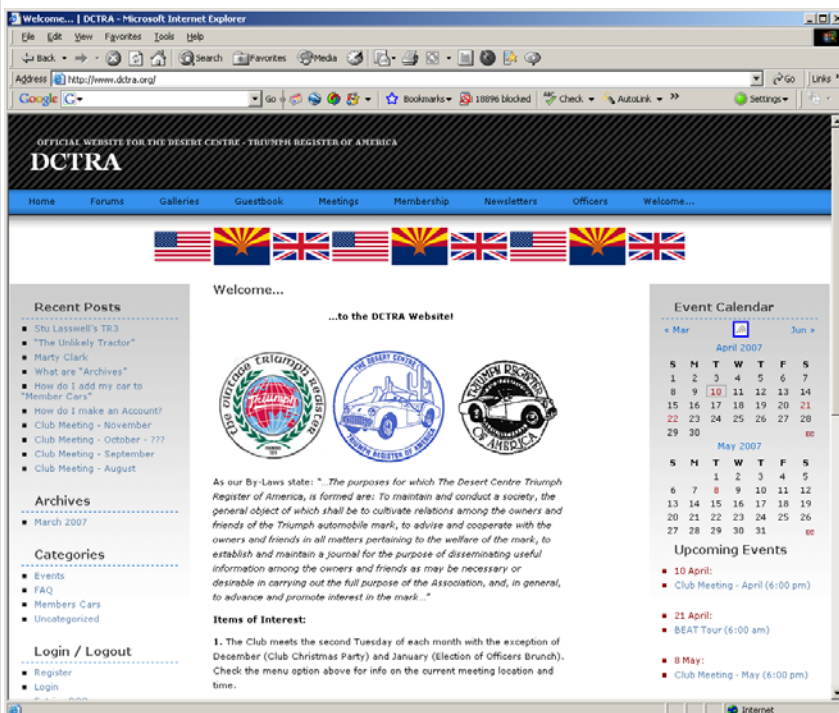
By Dave Riddle

After an extended period of procrastination the DCTRA website has been UPDATED!!!! While we were at it the TTest site also got built. Be sure to stop by:

<http://www.dctra.org>

The site has the ability to house an extensive and easy to add to Photo Gallery. Members can add their own profile with photos of their cars.

The Events Chair can also keep the Calendar of



continued on page 6



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Triumphfest 2007

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Membership

Contact Marty Clark at
480-962-7848 for
membership information.

Dues are \$18.00 per year

Minutes of the March Meeting

The meeting opened at 7PM with Stu presiding & 29 present.

Guests were Bill Pentengill who is looking for a TR3, Gareth Parry-Jones with a Spitfire, Dave Fore who has a green 1976 TR6, Tom Cummings also has a TR6-1973, & Mike Verive also with a TR6.

Many thanks to Deb our previous newsletter editor. She did a fantastic job & we are sorry to loose her to her new schedule.

Our tres says we still have money!

Mike Long listed up coming events. Look for the complete list in a separate article. Don't forget to sign up for the BEAT coming up April 21 & 22. Triuphest will be Oct 10-14 in Laughlin.

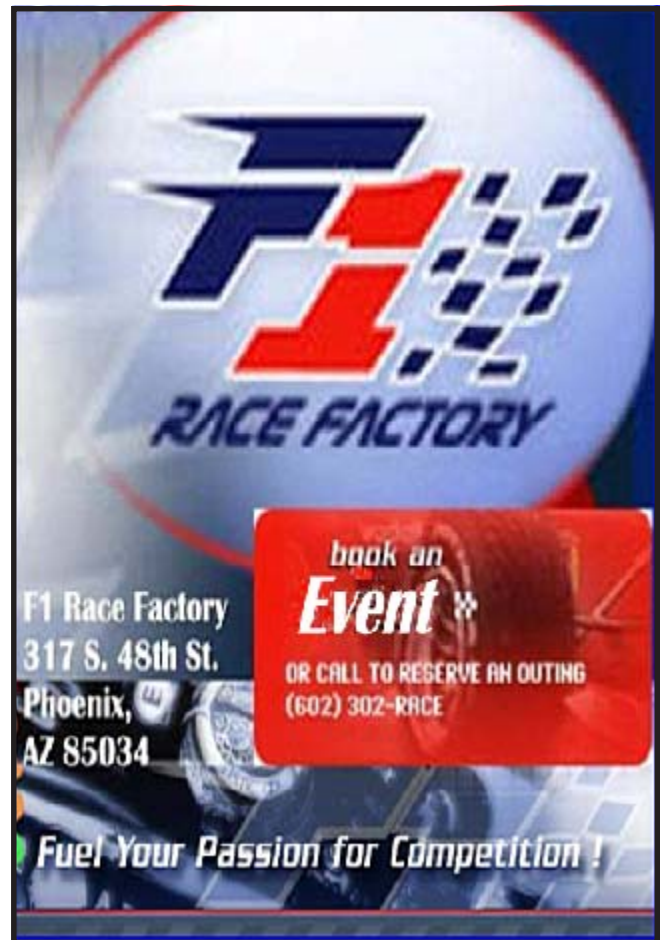
John Horton paid the membership dues for the Hobbist Council in the amout of \$40. Unamouus vote to reimburse him for that amount. John Horton is the official rep for the car lift that will be our top prize for the raffle at Triumphest. 600 tickets will be printed @ \$5/ ticket.

We need a variety of volenteers to help with Triumphest 2007. We need to ALL work together to make this a success!

Speros(Jim) Andres volunteered to become our new newsletter editor!! The club will be reimbursing him for the programs needed to publish the newsletter.

Meeting adj. 8:05

Deta



WELCOME NEW MEMBERS

Tom and Karen Cummins
Dave and Jenny Fore
Martin and Elizabeth Jones
Bob and Louise McIlravy
Dave and Denine Mure'
Dick and Diane North
Gareth Parry-Jones

Past members coming back:
Greg Lund
Ron Gurnee
Mark Loeschen




THE PREZ SEZ

Well, it looks like we will continue to have a newsletter... thanks to Dave Riddle stepping in this month! We also have a volunteer in Jim (Speros) Andres to continue to do the honors on behalf of the club once he and Dave get together to see how to make it work. My thanks to both.

I hope you all have had the chance to view both the Triumphest site and our new DCTRA website format. The DCTRA site has a new, more interactive format which should allow us all the opportunity to contribute, both in submitting info on our own cars, but also in asking and answering tech questions and such. It is always a bit of a challenge for someone like me to figure out new and different programs and formats, but I think this will be a great new opportunity for us to interact more broadly with the Triumph community at large.

I trust you all had a good time at the Wheels of Britain last month... we certainly had a great turnout of Triumphs. I hope none of you thought that I was rude or blase about the awards in that I was not there to receive the plaque won by my TR3... we just got a late break for lunch and returned too late!

This month we have the tenth annual BEAT tour to look forward to. I believe this will be the seventh running of the event for Debbie and me, and we have run it in the TR3, a MINI Cooper, and even (gasp!) an MGB-GT in past years. We plan on taking the TR3 again this year, but it is nice to know that if the car or the



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Dave Riddle
480-610-8234 or dave@microworks.net
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weather threatens to spoil our trip we can fall back on a selection of alternate British motor-cars. I think Debbie would rather take the Jag in any case, but it just doesn't offer the fun-factor of the TR3. Sure we would arrive without the windblown hair and sunburn, but it's just a big car... dignified, nice to be seen in, but not really a fun car to drive. I think if it looks like a stormy weekend we'll take the Mini. It's a real hoot to take through the twisties, albeit without the visceral appeal or drama (i.e. fear) of hustling the Triumph around at speed!

On another happy note, we can finally look forward to the implementation of the emissions exemption bill. It went on the federal books last week (the final hurdle) and we expect to see it in effect as of April 30th! I don't think the details of the process with the MVD have been finalized, but we should be able to expect full exemption for cars over 15 years of age with "collector car" (limited use) insurance. I haven't seen any specifics concerning the use limitations or how we enroll in the program, but that info should be forthcoming. This really is a major victory for the Arizona car hobby!

Spring is officially here, the weather is warm, and it's a great time of year to get out there and drive your Triumph(s)! I know some collector car insurance limits usage to club activities, shows and parades, but I've always felt that whenever I'm out in my Triumph I'm a one car parade for the benefit of the general public, and wherever I park it becomes a car show. I don't really expect the insurance

company to agree with that assessment, but their wording is rather vague as to what constitutes a parade, show, or "cruise in". I just think we should get our cars out in front of the public, and to use them as they were intended. It's good for the car, and it's good for your soul! Happy motoring.

Post Your TR Story

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.

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 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, meetingmail a check (made out to DCTRA) to our Treasurer, **John Reynolds**, 806 E. Campus, Tempe, AZ 85282.

JIM MEDLAND, President
ROSS VAUGHAN, Parts Mgr.

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Activities updated without having to rely on anyone else to add, delete and update events and activities.

A Shopping cart system with the ability to pay your dues on-line is coming as well as the possibility of a store for Club Swag (Hats, shirts, jackets, etc...)

If members would like an email address: you@dctra.org just sent an email to dave@microworks.net and we'll hook you up with one. These email addresses come with extensive anti-spam so you should be able to use the account in safety.

Triumphest Site...

Similar things are available and planned for the Triumphest Site.

Currently the site just has the basic info on this years TFest and as the Organizing Commit-

tee rapidly works through their tasks more information will be added.

The Photo Gallery on the site has pictures from the last TFest that DCTRA hosted. For those that have never been to a TFest check out the photos to see what youj have been missing.

With the domain name now registered the plan should be to turn over management of the site to the next hosting club so that the info on the upcoming Triumphest can always be found at the same location. No need to go hunting every year!

We are also working on getting a Shopping Cart system in place on the site so that event Regalia can be ordered and purchased directly from the site.

Dave Riddle

<http://www.triumphfest.com>

Triumphfest 2007 - Welcome - Microsoft Internet Explorer

File Edit View Favorites Tools Help

Back Forward Stop Search Favorites Media Print Mail News RSS Feeds

Address <http://www.triumphfest.com> Go Links

Google Go Bookmarks 18995 Modified Check Look for Map Settings

Triumphfest 2007

Weblog for Triumphfest 2007 announcements

Home Contact Us Gallery Welcome

Welcome

The Desert Centre Triumph Register of America

Cordially Invites All Triumph Car Owners
and Enthusiasts to come join us for

TRIUMPHFEST 2007

Come join us for Triumphfest to be held at
The River Palms Resort and Casino, Laughlin, Nevada
October 13th thru October 14th, 2007

When registering at the [River Palms Resort](#), please use the code
[DCTRA07](#), which will enable you to get the following rates:
Friday & Saturday weekend rate of \$63.95 per night and
week day rate of \$33.95 per night.

Currently Planned Events to include:

Hospitality Party	Autocross
Banquet	Photo Contest

The Theme This Year...

Event Calendar

« Mar April 2007 May »

S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

Upcoming Events

April:
members Meeting (3:00 pm)

May:
members Meeting (4:00 pm)

Categories

Event Ideas
Events
Uncategorized

Links

DCTRA
MicroWorlds
Mass Motors
River Palms Resort
The Roadster Factory
Tripin Time

Calendar of Events

April 1—June 3 — Curves of Steel:
Streamlined Automobile Design

Phoenix Art Museum, 2501 North Central.
This is a show featuring the aerodynamic car
designs of the 1930's through the 1990's,
and will have 20-plus of the finest
automobiles representing "sculpture on
wheels". Included are a 1938 Talbot-Lago
T150C Teardrop, a 1936 Stout Scarab, a
1948 Tucker, and a 1996 McLaren F1.

April 21, 2007 If you haven't already done
so, make sure to book your hotel room and
submit your registration form for this annual
sports car extravaganza BEAT Tour
weekend. It is one of the top Club events of
the year and one that is a great weekend of
fun and partying. <http://www.beataz.com>

*Additional listing of Events was not
provided by publication time. Please see
the DCTRA website for updated Events*

<http://www.dctra.org>

CLASSIC-FIED ADS

Trumpeter Classic-fied ads are free to members
and will run for three issues, unless extended by
the advertiser. (That's why you see a date at the
end of each ad). If you sell your item, let us
know and we will remove the ad from the next
issue. Otherwise, it will automatically disappear
after the third consecutive printing.

Dave Riddle has a supply of lease return Dell
computers for sale for \$270. They are +2GHz
Pentium 4 systems with +256MB of RAM,
+20GB Hard drives with XP Pro for the oper-
ating system.
480-610-8234

Cruise Night Locations



**Location: 202 and Recker road N E
corner**

4th Sunday of every month

3:30 pm - 6:30 pm

<http://www.rmchurch.org/mens/ci.html>

Gerry Groeber

Cell 602-430-4094

Fax 480-218-4394

GerryGroeber@msn.com

2007 Vintage Triumph Register National Convention



July 17 - 21, 2007
SHERATON PARK RIDGE HOTEL
Valley Forge, Pennsylvania



July 17-21, 2007 the Vintage Triumph Register will hold their National Convention at the Sheraton Park Ridge Hotel in Valley Forge, Pennsylvania. VTR's Chief Judge, Darrel Floyd, anticipates a large turnout as it has been many years since VTR has met in the Mid-Atlantic Region! The host club, Delaware Valley Triumphs, will present "**Triumphs Forge Ahead**" to celebrate the 50th anniversary of the TR3A. Join your fellow Triumph enthusiasts and visit www.VTR2007.com today to obtain complete convention information. Please make your reservation soon to stay at the host hotel as we are planning for record attendance! Thank You!

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2007 VTR Publicity Chairman
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Churchville, PA 18966-1101

halkyon1@yahoo.com

Contributors

We would like to encourage every member to help with newsletter submissions. We welcome all TR stories, articles and photos.

Best Regards and Thank You to the following Contributors and Advertisers who support our current newsletter: Delta Motorsports, F1 Race Factory, Inc., Import Car Parts, MicroWorks Computer Networking and Maintenance, Moss Motors, Ltd., The Phoenix Flower Shop, The Roadster Factory, Stu Lasswell, Mike Long, Marty Clark, Dave Riddle, John & Beth Horton, Mike Long, Jim Bauder, John & Kathy Nuss, Shirley Blahak anyone else we missed. Thank You!

OpenRoads British Car Show at Tahoe Registration for June 2007 Now Open

SUNNYVALE CA(January 15, 2007) – Registration for the **OpenRoads 2007 British Car Weekend at Tahoe is now open**. The meet is hosted by the Golden Gate Austin Healey Club of Northern California. forms are available at the Club's website: www.GoldenGateHealeys.com.

OpenRoads 2007 welcomes all owners and enthusiasts of British cars of all makes. It will be held Friday June 8 to Sunday June 10, 2007 at the Horizon Casino and Resort at Stateline NV on the south shore of Lake Tahoe. The event will start Friday June 8, 2007 with check-in and evening reception. On Saturday, June 9, there will be a day of tours and autocrossing, followed by an awards event in the evening. On Sunday morning June 10 there will be a morning car show and awards ceremony followed by departure early that afternoon.

A registration fee of \$50 covers one car and two adults. Additional adults are \$20 each; additional cars \$20. There is no charge for children under 15. There is a \$30 charge to participate in an unlimited number of autocross runs. Award dinners are priced at \$48 each person. Double rooms will be available at the Horizon at a special rate of \$97 per night (single or double); \$107 (triple occupancy) and \$117 (four). Taxes are not included. Registrants must have a registration number issued by the Golden Gate Austin Healey Club to obtain this special rate.

Payment is by check only. Send payment and registration form to John Trifari, 1160B La Rochelle Terrace, Sunnyvale CA94089. Questions: 1-408-541-9608 jtrifari@comcast.net

The Golden Gate Austin Healey Club invites you to OpenRoads 2007—a Spring weekend for owners and enthusiasts of British cars of all makes—at beautiful Lake Tahoe.

1. **When:** Friday June 8 to Sunday June 10, 2007

2. **Where:** Horizon Casino and Resort in Stateline NV (Lake Tahoe South Shore)

3. **Prices:** Registration fee for the weekend is \$50.

This covers two adults and one British car.

Additional adults are \$20 each; additional cars

are \$20 each. We have arranged for 200 rooms at the Horizon at a special discounted room rate of \$97 per night (single or double); \$107 (triple occupancy) and \$117 (four). Taxes are not included. Registrants must have a registration

number issued by the Golden Gate Austin Healey Club to obtain this special rate. There will be additional charges of \$48 per adult for the Awards Banquet, and an autocross fee of \$30. There is no registration charge for children under 15; children's price for the Awards Dinner is \$30.

4. **Activities:** Check-in and reception on Friday, June 8. On Saturday there will be a day of autocrossing and tours around Lake Tahoe on roads that seems to have been designed specifically for British cars. On Saturday night there will be an awards dinner, followed Sunday morning by a car show and departure.



Technical Article

OIL IS KILLING OUR CARS!!!!!!

By: Keith Ansell, Foreign Parts Positively, Inc.

About a year ago I read about the reduction of zinc dialkyl dithiophosphate (ZDDP) in the oils supplied with API approval that could affect sliding and high pressure (EP) friction in our cars. The reduction of these chemicals in supplied oils was based on the fact that phosphates reduce the effectiveness and eventually damage catalytic converters and introduce minute amounts of pollutants into our atmosphere.

A couple of months ago I had a member of the Columbia Gorge MG Club bring a totally failed camshaft and lifters back to me that had only 900 miles on them!! I immediately contacted the camshaft re-grinder (Delta Cam) and asked how this could happen. They were well aware of this problem as they were starting to have many failures of this type. In the past, the lack of a molybdenum disulfide camshaft assembly lubricant, at assembly, was about the only thing that could create this type of problem. My customer has assembled many engines and had lubricated the camshaft properly. Then the bad news came out: It's today's "modern" API (American Petroleum Industry) approved oils that are killing our engines: Meaning all flat tappet (cam follower) equipped engines, as used in all BMC products, all British Leyland products, most pushrod engines prior to 1980, early Volvos, American high-performance engines and many others.

Next call: To a major camshaft supplier, both stock and performance (Crane). They now have an additive for whatever oil you are using during break-in so that the camshaft and lifters won't fail in an unreasonably short period of time. They also suggest using a diesel rated oil on flat tappet engines.

Next call: To a racing oil manufacturer that we use for the race cars (Red Line Oil). Their response: "We are well aware of the problem and we still use the correct amounts of those additives in our products". They continued to tell me they are not producing API approved oils so they don't have to test and comply. Their oils were NOT the "new, improved and approved" ones that destroy flat tappet engines! "We just build the best lubricants possible". Sounds stupid, doesn't it, New-Approved but inferior products, but it seems to be true for our cars.

To top this off: Our representative from a major supplier of performance and street engine parts (EPWI) stopped by to "warn us" of the problem of the NEW oils on flat tappet engines. This was a call that the representative was making only because of this problem to warn their engine builders! "The reduction of the zinc, manganese and phosphates are causing very early destruction of cams and followers". They are recommending that, for now at least, there must be a proper oil additive put in the first oil used on new engines, beyond the liberal use of molydisulfide assembly lube. They have been told that the first oil needs the additive but remain skeptical that the first oil is all that is necessary. Their suggestion: Use diesel rated oils such as Delo or Rotella that are usually available at auto stores and gas stations.

This problem is BIG! American Engine Rebuilder's Association (AERA) Bulletin #TB2333 directly addresses this problem. I had a short discussion with their engineer and he agreed with all that I had been finding.

Next phone call was to a retired engineer from Clevite, a major bearing and component manufacturer. First surprise was that he restored older British Motor bikes. The second surprise was that he was "VERY"

aware of this problem because many of the old bikes had rectangular tappets that couldn't rotate and are having a very large problem with the new oils. He has written an article for the British Bike community that verify all the "bad news" we have been finding.

Comp Cams put out "#225 Tech Bulletin: "Flat Tappet Camshafts". They have both an assembly lube and an oil additive. The telling sentence in the bulletin was "While this additive was originally developed specifically for break-in protection, subsequent testing has proven the durability benefits of its long term use. This special blend of additives promotes proper break-in and protects against premature cam and lifter failure by replacing some of the beneficial ingredients that the oil companies have been required to remove from the "off-the-shelf oil".

Next question: Now what do we do?

From the camshaft re-grinders (DeltaCam) "Use oils rated for diesel use", Delo (Standard Oil product) was named. About the same price as other quality petroleum based oils. They have the ZDDP we need in weights we are familiar with.

From one camshaft manufacturer (Crane): "use our additive" for the first 500 miles.

From General Motors (Chevrolet): add EOS, their oil fortifier, to your oil, it's only an 8-ounce can (This problem seems to be something GM has known about for some time!). The additive says for break-in only, some dealers add it to every oil change.

From Redline Oil: Use our street formulated synthetics. They have what we need! Early in 2007 they will be supplying a "break-in oil" specifically for our cars.

From Castrol: We are beginning to see a pattern emerging on older cars. It may be advantageous to use a non-approved lubricant, such as oils that are Diesel rated, 4

Cycle Motorcycle oils and other specified diesel oils. They will be supplying "new oils" specifically for our cars in early 2007.

For you science buffs: ZDDP is a single polar molecule that is attracted to Iron based metals. The one polar end tends to "Stand" the molecule up on the metal surface that it is bonded to by heat and friction. This forms a sacrificial layer to protect the base metals of the cam and tappet from contacting each other. Only at very high pressures on a flat tappet cam is this necessary because the oil is squeezed/wiped from the surface. This high pressure is also present on the gudgeon pin (wrist pin) in diesel engines, therefore the need for ZDDP in all diesel engines.

Second part of the equation is Molybdenum disulfide (Moly). The moly bonds to the zinc adding an additional, very slippery, sacrificial layer to the metal. I found out that too much of the moly will create problems; lack of this material reduces the effectiveness of the ZDDP. The percentage, by weight is from .01 to .02%, not much, but necessary according to the chemists.

Now there is no denying that there is a problem, lack of ZDDP (Zinc Dialkyl DithioPhosphate) in modern oils kills at least our cams and tappets. There seems to be no known alternative.

Our cars are a small percentage of the total market and BIG Corporate, the American

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Petroleum Institute and possibly government have made decisions that are detrimental to our cars. This problem isn't going away. The trend today is to lighter weight oils to decrease drag, which increases mileage. Most of these seem to be the "Energy Conservation" oils that we cannot use.

Redline oil and others are suggesting a 3,000-mile break-in for new engines! Proper seating of rings with today's lubricants is taking that long to properly seal. Shifting to synthetics before that time will just burn a lot of oil and not run as well as hoped.

The "Energy Conservation" trend was first led by automakers to increase mileage numbers and secondly because the ZDDP and other chemicals degrade the catalytic converter after extended miles, increasing pollution. Most of us don't have catalytic converters and the mileage gains are not that significant.

Many oil companies may have products that will continue to function well in our cars. Castrol, Redline, Valvoline, Mobil, Shell, Amsoil and others have now commented on my original article and are making suggestions. Some companies are offering short lists of "acceptable" oils, others just one. One company has responded without any substantive information in a two-page "bulletin". By their account all their oils are superior and applicable. This is typical of many companies.

Some oil manufacturers are pointing to metallurgy, blaming poorly built cams and followers. This may have some validity but the bottom line is that there has been a big increase in failures with products that have been on the market for many years but are now having greatly increased failures. To me the bottom line is, if the lubricants are working there is no contact between surfaces, it shouldn't matter what the materials used in the products are, within reason.

On "modern" production cars, stay with the manufacturers' suggestions. For any car produced before about 1990 the owner needs to be aware that the factory suggested lubricant may have changed and may not be applicable. Flat tappet, stock, performance or modified may be affected. MGBs from 1975 to 1980 must choose to sacrifice the cam or the catalytic converter as an example of how difficult the decisions are becoming!

Yes, there is more! Castrol does understand our dilemma and is actively looking into what it can do to support our cars. We can soon expect to see products from them with specific application to classic cars. Red Line will be offering a "break-in" oil soon after the first of the year. Shell's Rotella will be good until about June or July of 2007 with possibly nothing after that date. Delo (Chevron) will also be questionable after the new "CJ-4" standards come in the middle of 2007.

Now the important information: Oils that may be correct for our cars today:

(As reported by manufacturers by 2-18-07, NOTE: many have changed their recommendations over the last three months!

Castrol: Syntec "Classic" 20W-50 (Available after April, 2007), TWS Motorsport 10W-60*, BMW Long Life 5W-30*

*= full synthetic, available only at BMW dealerships

Red Line: 10W-30, 10W-40 (Synthetic oils)

Valvoline: VR-1 20W-50 (Conventional oil)

Amsoil: 20W-50(TRO), 10W-40(AMO), 15W-40(AME) & 20W-50(ARO)

Mobil: Mobil 1 5W-30 and 20W-50 (Synthetic)

Chevron: Delo 400

Shell: Rotella

What we are doing at Foreign Parts Positively has been difficult to determine but with few options left, the following is what we are forced to do. Some of our choices have been based on the manufacturer's willingness to help and specific reports. This list will change in the next months with Castrol and Red Line adding products just for our cars.

Break in, Delo 400 30W (A break-in oil will be available from Redline soon!), Castrol HD-30 if produced before July 2006, we have some old stock.

Conventional oil: Valvoline VR-1 20W-50, Castrol GTX-20w-50 IF produced before July 2006, we have old stock.

Synthetic: Red Line 10W-30 in newer engines, 10W-40 on older engines.

Break-in is now 3,000 miles before changing to running oil.

Oil change interval: 1 year or 18,000 miles with Red Line synthetic

1 year or 2,500 miles with conventional oil (Valvoline VR-1 20W-50).

Thank you to Castrol, Redline, Christiansen Oil, Valvoline, Mobil, Shell, Standard Oil and Amsoil for input. We're sure this subject will continue: Please forward any new information on this subject you may encounter.

We have received some very interesting material from "Mr Moly" that may be putting molybdenum disulfide (MoS) into this discussion. It seems that ZDDP plus MoS is the best from the oil companies' opinion but MoS by itself may be beneficial. Some racers swear by it. The literature seems to support "Mr. Moly's" position.

Keith M. Ansell
Foreign Parts Positively, Inc.
360-882-3596

www.ForeignPartsPositively.com

MEMBERSHIP



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

TRIUMPHEST 2007

DCTRA

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TRIUMPHEST 2007

Come join us for Triumphest to be held at
The River Palms Resort and Casino, Laughlin, Nevada
October 11th thru October 14th, 2007

When registering at the River Palms Resort, please use this code, DCTRA07, this will enable you to get the following rates: Friday & Saturday weekend rate of \$63.95 per night and week day rate of \$33.95 per night.

Events to Include:

Hospitality Party
Photo Contest
Uff Da Contest
Model Contest
Door Prize Drawings
The Roadster Factory

Autocross
Funkhana
Walking Rally
Driving Tour

Banquet
Funcours
Tech Session
Poker Run
Group Photo
Moss Motors, USA

For more information, please write to:

Triumphest 2007, 2325 S. Gold Ore Court, Apache Junction AZ 85219

or Call:

Wayne "Kiwi" Treloar, chair
480-986-1268
email: treloar99@cox.net

John & Kathy Nuss, registrar
480-983-3945
email: jknuss@juno.com

<http://www.triumphest.com>

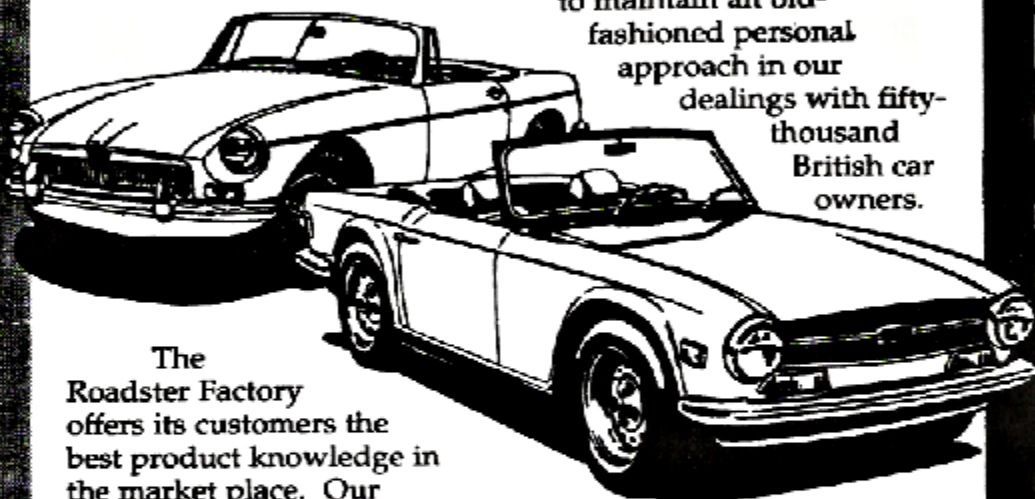
TR3 TR4 TR4A TR250

TR6 TR7 TR8

The Roadster Factory

The Roadster Factory is the small but powerful British parts company in Western Pennsylvania. Small in size but powerful in customer service. Small in size but big on product knowledge. Small in size but the biggest manufacturer of replacement parts for Triumph models. Small in size but big on enthusiasm for British roadsters, our little company is able to maintain an old-

fashioned personal approach in our dealings with fifty-thousand British car owners.



The Roadster Factory offers its customers the best product knowledge in the market place. Our salespeople answer questions about parts, and they can do part number research. Our technical research representative knows most models well to the nut-and-bolt level, and he is an experienced mechanic and body man. Our Customer Service is helpful. Our shipping is fast, safe, and virtually error free. We ship most orders today, and we offer very inexpensive two-day and three-day delivery. Our business goal is simply to offer the best possible service to British car enthusiasts



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 Level II Toll Free Ordering (800)234-1104
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Triumphest 2007 Planning Committee

NOTE: April 29, 2007 3:00 pm to 6:00 pm

Location: Kiwi's house in Mesa. Directions to his home will be posted on this website early next month...

Committee meetings

4:00 PM at F1 Factory Racing, 317 S. 48th St., Phoenix, AZ

CHAIRMAN — Wayne 'Kiwi' Treloar

Hotel — Kiwi Treloar, Mike Long

Registration Package — John & Kathy Nuss

Flyer for 2006 Triumphest — Dave Riddle

Lists of Vendors/Sponsors/advertisers

— Mike Long & John Horton

Raffles/Door Prizes — John Horton

Shirts/Design — Beth Horton

Judges/List of names — Marty Clark

Trophies — Patrick McDermott

Program — Dave Riddle

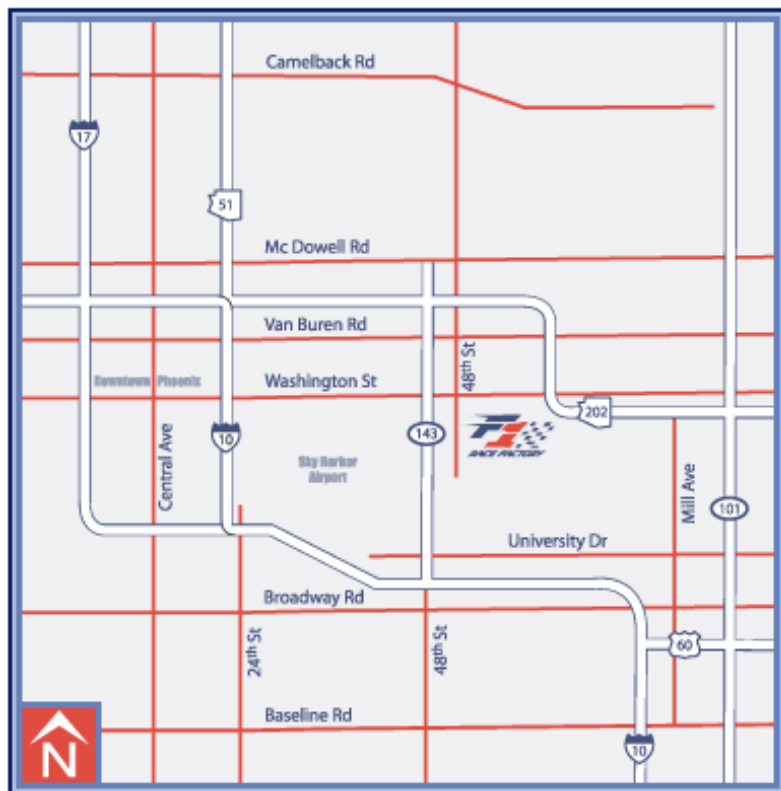
Driving Rally / Poker Run — Gene Glenn

Auto Cross — John Reynolds

Banquet — Kiwi Treloar, John Truttman

Hospitality Party — **Open**

Map to F1 Racing Factory



Walking Rally — Gene Glenn, Jim Bauder

Signs — Dave Riddle

Fun Course—Armand LaCasse

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