

Triumph Trumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE - TRIUMPH REGISTER OF AMERICA

"ALL THE NEWS THAT FITS - WE PRINT"

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DCTRA WEB SITE: <http://www.dctra.org>

AUGUST 2003

Vol. 24, #8

MEETING: AUGUST 12 @ 7:00 PM
IMPERIAL GARDEN CHINESE RESTAURANT
16TH STREET & CAMELBACK
COME EARLY! BUY FOOD!
SUPPORT OUR BENFACTORS

CLUB OFFICERS

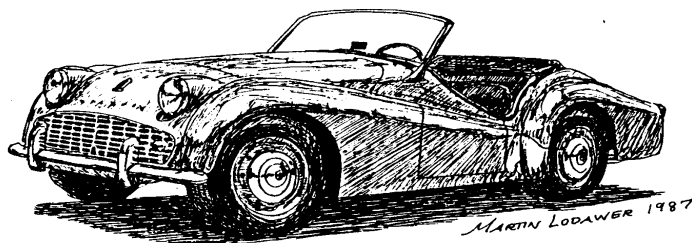
V.P. & Events:	Rich Aubert	480-225-4906
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Treasurer:	Jim Bartels	480-963-1842
Newsletter:	Clay Rineholt	480-213-1139
Tech Advisor:	Armand LaCasse	602-870-8585
Historians:	Mike and Joyce Bayne	602-938-1282
Membership:	Ron Gurnee	480-816-0836
AAHC Rep:	Roy Stoney	602-414-9953

Meetings are held on the Second Tuesday of each month. (Including January)

Dues are \$18.00 per year

For membership information, contact Ron Gurnee at 480-816-0836

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COMING EVENTS

AUGUST 24

ALL BRITISH BREAKFAST RUN

Hosted by

BRITISH MOTOR ENTHUSIASTS

32nd & Shea at 7:00 AM

OTHER EVENTS

OCTOBER 16 - 19

TRIUMPHEST 2003

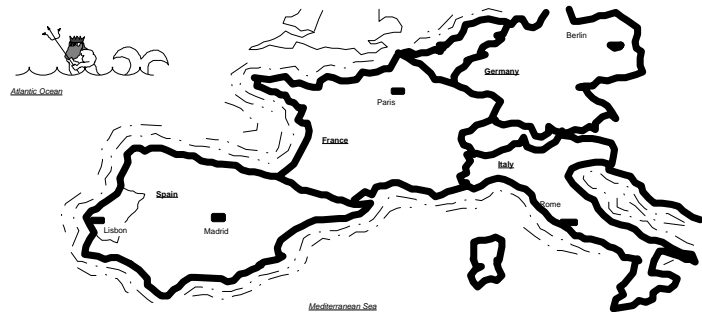
"TRIUMPHS ON A MISSION"

RIVERSIDE, CA

SEE INSIDE FOR FLYER

AND REGISTRATION INFORMATION'

Europe



MINUTES OF THE JULY MEETING

Twenty-nine (29) were present at our July meeting. The secretary's report was accepted as printed and the treasurer reported that our financial situation is a good one. President John Horton presided over the meeting, after a recent and successful bout with knee surgery.

Rich Aubert, activities chair, discussed the upcoming meet at the British Open Pub and Grille in Scottsdale for lunch on Sunday, July 27th. The activity following lunch will be at the Speedway Indoor Kart Racing Center. We all get to test our racing skills on the track. We will meet at noon for lunch and about 1:30 off to the Go Cart Racing at 2 pm.

Rich needs volunteers for help with the various courses of the Progressive Dinner, which has been moved to December. The way this dinner works is that we start off for drinks and appetizers at one volunteer's house, then off to soup or salad at the next house, then on to the bravest of the brave for the main course (this requires someone to volunteer their home and to cook the main dish, plus two volunteers each to bring the veggies and the starch (potato dish). After dinner, if we can roll out the door, it's off to the next home for dessert. (Do we want to go to another home to top off the evening with after-dinner liquors and coffee, or keep that together with dessert?) Everyone who would be attending should contact Rich.

The membership chairman stated that the club continues to grow and that they are still in the process of putting a membership packet together. The delivery time should be by September. There was a discussion about the welcome packet for new members. Current members should request a packet, if interested.

Under new business, several announcements were made:

Stu Lasswell, who is our representative to Triumph Register of America spoke briefly about TRA. TRA is a non-profit organization established to aid TR2, 3, 3A, 3B, 4, and 4A owners in the preservation, maintenance and enjoyment of their classic sports cars. He said that TRA supporting used parts supply networks and local activities such as technical workshops or rallies provides the binding glue for our National organization. It was noted that TRA Judging Standards and restoration Guidelines are available. Both Guides for TR2/3 and TR4/4A are in three-ring binders; each includes 100-150 pages of reference material assembled by TRA members over several years. They are for members only at the price of \$30.00, but an absolute must if you are restoring your car.

Bosch Lorraine, who has provided excellent assistance in upholstery work will no longer be able to work out of his house. (A zoning thing.)

Jim Medland from Delta Motorsports talked briefly about his parts and accessories for British and other imported cars. There was a brief discussion concerning Pertronix Multispark units. The Pertronix unit senses current levels in the coil and adjusts the dwell to maintain peak energy throughout the entire RPM range. Compared to point type systems, it develops more available energy and more available plug voltage. Jim Medland carries them in stock. During this discussion, John Horton spoke of spark plug

MINUTES - CONTINUED

facing and its relationship to the intake. He suggested that the club have tech meetings on roadside diagnostics and learning sessions.

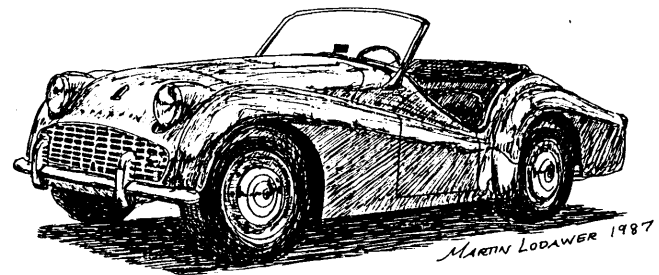
Dave Reynolds attended this last meeting before leaving us at the end of the summer. He will be moving north. Dave had back surgery on 6/9 and is still recovering, and he will be leaving town in early August.

At the conclusion of the business meeting, a drawing was held for some rather nice TR parts and automobilia. Metal Spitfire and Sportscar Champion pins were distributed for all Club Members.

Meeting was adjourned at 8:15 p.m.

Respectfully submitted,

Deta Hampsch, Secretary.



THE PREZ SEZ

I am mostly back in the running. Found out this morning I also have "Arthur" in my right hip. Will deal with that. On to other things: I spoke with the leader of Triumphfest 2003 about the "parking problem". It seems the mission does not have any space for cars to be parked on the property. However, they have arranged parking on the 5th avenue street for a one block space. That space will be closed to auto traffic and be provided with security. This space is just across from the parking garage. It looks all right to me. We will be open to the general public as there are shops on that street. I see no problem as the security should be adequate.

We will have a speaker at the August meeting to talk about car painting. There will be an example of his work there also. Come and ask questions.

In spite of the heat the last breakfast run on Sunday drew almost 50 people and about 35 to 40 cars. We wound up at LePEEP downtown and parked under ground. It was nice to have a cool car to come out to. I even won one of the door prizes.

Rich is working on the future events as well as his Spit. We are looking forward to seeing it again. He is getting almost as many cars as I have.

Upon publication the cart races will be history and breakfast at the British open a memory.

Eric & Diane Carney send their best and are hoping to sell their home in Florida and return to Arizona. Perhaps we will see them here again.

Cheerio, John Horton

CLASSIC-FIED ADS

FOR YOUR INFORMATION

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.

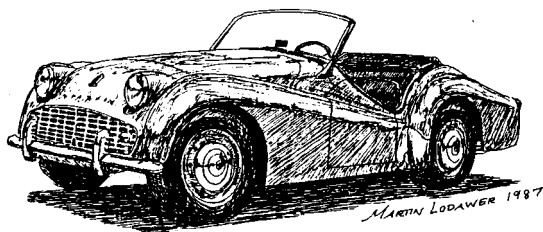
FOR SALE = '79 TR7 - rebuilt engine, hi compression, Isky cam, light flywheel. AC/AM/FM/CD. Two tops, ground effects. \$6950. Call Paul Patrick at 480-830-8770 (06/03)

FOR SALE = TR8. No further information was received. e-mail Ken Young at: ken@youngmailbox.com (06/03)

FOR SALE = TR4 Parts: 2 Dayton Wheels with tires, a fiberglass top, a trunk lid, a luggage rack with ski conversion, a hi torque starter, generator and sundries in a box. Call Bill Bowdish (602) 363-7763. (07/03)

WANTED = A few good tools to finish that tool kit. Need: One Plug spanner (black box tube, 6" long), One in. AF box (tube) spanner, One Tommy Bar (8 in. long for removing hub caps) and a helicopter feeler gauge. e-mail Clay at pueblodesign@mchsi.com (07/03)

FOR SALE = '76 TR6 - Rust-free New Mexico car, Jasmine Yellow, runs great, Asking \$7500. Also 3 page listing of TR6 and Spitfire parts. Car and parts are from estate of TR6 enthusiast. e-mail walt@hot-tr6.com for details. (08/03).



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JIM MEDLAND, President

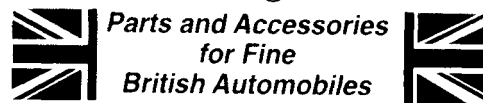
ROSS VAUGHAN, Parts Manager



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AUTOMOTIVE EVENTS ALL OVER THE WEST

***Friday Nights at 5:30pm - McQueen & Warner (McQueen is Mesa Drive north of Baseline) on the northeast corner in the parking lot of a vacant ABCO grocery store.

***Friday Nights 4 to 9 PM at the Five and Diner in the Arizona Mills shopping center, Baseline & Priest.

***Saturday Nights at 5:30pm - Cruise-In at US60 & Power Rd. in Mesa (Its really on Hampton, just east of Wendys) On the first Saturday of each month, we try to reserve spots for British cars)

***Sunday Nights at 5:00pm at Famous Sam's in Apache Junction.

August 17 - Pebble Beach Concours d'elegance - the gendaddy of 'em all! Call 831-622-1700 for information

September 13-14 - Palo Alto British Car Meet - billed as the oldest and biggest British automotive "Lawn Event". Call 310-392-6605 or e-mail rfeibusch1@searchlink.net.

September 19-21 - 7th Annual Northland Hospice Historic Vintage Car Rallye. Open to 1975 and older vehicles, begins in Scottsdale and ends in Flagstaff. Registration \$415 after 8/1/03 includes hotel, t-shirt, 2 lunches, 2 brunches, silent auction, door prizes, trophies. Call 928-779-1227 for info.

October 16-19 - Triumphest 2003, Riverside, CA. Hosted by the Southern California Triumph Owner's Association. Get your 8-page flyer an entry form at: www.dctra.org/news/fest03.pdf.

DCTRA 2003-2004 MEMBERSHIP RENEWAL FORM

-or-

MEMBERSHIP APPLICATION

NAME _____

SPOUSE _____

ADDRESS _____

CITY _____ **STATE** _____ **ZIP** _____

HOME_PHONE _____ **WORK_PHONE** _____

FAX _____ **INTERNET** _____

AUTOMOBILE INFORMATION

MAKE _____ **MODEL** _____ **COMMISSION#** _____

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MAKE _____ **MODEL** _____ **COMMISSION#** _____

ONE YEAR \$18 _____ **TWO YEAR \$34** _____ **3 YEAR \$50** _____

I WANT MY NEWSLETTER VIA E-MAIL _____ **YES** _____ **NO** _____

NEW MEMBERSHIPS PRORATED @\$1.50 per month

Feb: - 16.50, Mar: - 15.00, Apr: - 13.50, May: - 12.00, Jun: - 10.50,

Jul: - 9.00, Aug: - 7.50, Sept: - 6.00, Oct: - 4.50, Nov: - 3.00, Dec: - 1.50

No prorates on multiple-year memberships after first year.

MAKE CHECKS PAYABLE TO "D.C.T.R.A."

MAIL COMPLETED FORM AND REMITTANCE TO:

DCTRA TREASURER

3271 W. Harrison St.

Chandler, AZ 85226

CLUB MEMBERS AND THEIR LITTLE BRITISH CARS

At the end of the July meeting, it was suggested that with each new issue of our newsletter we might create an article that would focus on the car, or a collection of cars, owned by our Club Members. The object of the articles will be to let us all become more acquainted with our fellow Triumph enthusiasts and to give us a synopsis of Triumph cars, with a better understanding of the history and peculiarities of each of the Little British Cars that our Club Members are driving or restoring. It doesn't matter what condition your car is in, and there isn't any particular order to those of us on whom we focus the spotlight. We hope everyone will participate and we look forward to photographing your car, if you don't already have a favorite shot.

Pam and I had been looking at our 1949 Triumph 2000 Roadster (20TR) for a number of years before we acquired it a few months ago. I first saw it in an ad in the Spring 99 issue of *The Vintage Triumph*, and drove to Tucson to look, not realizing that, even though the owner decided not to sell, four years later the roadster would ultimately reside in our garage.

Manufactured from 1946 until 1949, the Triumph Roadster was the first of the cars made post-war by Standard after their acquisition of the respected Triumph name. Its design harked back to the classic tourers of the thirties, and was the last coach built production car to feature a rumble seat, a "dickey seat", whereby two extra passengers could sit on folding seats in the boot or trunk, and even benefit from their own windshield. Though not a sports car, the car was acceptably fast in its day, managing a top speed approaching eighty-three miles an hour, though taking close to thirty seconds to reach sixty. The 2000 Roadster (1949) is essentially the same as the prior Triumph 1800 Roadster (46-48), with minor changes, and the addition of the Standard Vanguard 2088cc, 4-cylinder engine. This roadster, which was the immediate predecessor to the TR2 through TR4 series of sports cars, was 14' 1/2" in length and 5'4" wide, weighing 2,458 lbs.

Our right-hand drive 20 TR was manufactured on the 6th of April 1949 for the Home Market and, apparently, was well used. In 1982, it was salvaged from a trip to the knacker and completely restored. The original metallic paint, Lumina Green, was changed to the customary Black paint scheme, which was one of the original colours offered in consideration of the sense of austerity prevalent after the war.

At the time of restoration, the wet sleeved engine was rebuilt at the Triumph factory, and the red leather interior was replaced by tan. The car is capable of high performance, with low-end torque, making it both safe and comfortable to handle. Fuel consumption is 23-24 m.p.g., with a ten gallon gas tank. Horsepower is 68 bhp at 4200 rpm and torque is 108 lb-ft at 4000 rpm. Most of the bodywork is clad in 'Birmabright', an aluminium alloy produced for aircraft construction in the Second World War. Only the large pontoon style front wings are manufactured in steel, which was in short supply in those

days. At the end of its production run over 4000 of these fine machines had been built, of which a respectable number survive worldwide, most of which are owned by members of the Triumph Roadster Club of Great Britain. There are about fifty roadsters in the U.S.

For a number of years after restoration, this Roadster participated in the Ipswich Transport Museum (Suffolk) Pageant of Transport and Historic Vehicle Road Runs in the U.K. MDH 695 (the tag number) was sold to an officer in the RAF who brought it to Arizona in 1990. Upon his return to England, the Roadster was sold to the dealership from which it was purchased. Fortunately, the dealership owner was a hands-on-type of guy and kept the car in reasonable shape, considering the heat and sun. The short-term plan is (where have you heard this before?) to restore our Roadster to its original colour and interior, consequently most of our spare time is spent on research and finding spares. We haven't set a date for that last run before the trip to the garage (this fall?).

Pam & Clay Rineholt



Official Car Advertisement Conversion Chart

How To Interpret Antique & Sport Car Ads

IF IT SAYS: IT REALLY MEANS:

- Rare model: Nobody liked them when new, either
- Older restoration: Can't tell it's been restored
- Needs engine work: It's been frozen for 30 years
- Uses no oil: Just throws it out
- No rust: Body and fenders missing
- Rough: It's too bad to lie about
- One owner: Never been able to sell
- No time to complete: Can't find parts anywhere
- Needs interior: Seats are gone
- Rebuilt engine: Has new spark plugs
- May run: But never has
- Low mileage: Third time around
- 29 coats of hand-rubbed paint: Needed that much to cover the rust
- Clean: It sat in the rain yesterday
- Always driven slowly: About what I expect to get
- Prize winner: Hard luck trophy 3 times in a row
- Stored 25 years: Under a tree
- Real show stopper: Orange with purple fenders
- Easy restoration: Parts will come off in your hands
- Ready to show: Just washed it
- Top good: Only leaks when it rains
- Good investment: Can't depreciate any more

By Steve Laifman

ADVERTISING RATES

From time to time, we are asked about our rates to advertise in the Triumph TRumpeter. The newsletter has a monthly circulation of about 170-200, with distribution to individuals, businesses and other clubs in several states. The following schedule details the rates:

CLASSIC-FIELD ADS: FREE to paid members, \$5.00 to non-members. All CLASSIC-FIELD ADS run for three (3) issues, unless canceled earlier. Non-members will receive copies of the newsletter during the advertisement's run.

BUSINESS-CARD ADS: \$20.00 per year (Jan 31 - Jan 30)

QUARTER-PAGE ADS: \$40.00 per year

HALF-PAGE ADS: \$80.00 per year

FULL-PAGE ADS: \$160.00 per year

JULY BRITISH BREAKFAST RUN

Surprise! On a hot, humid Saturday, 50 people showed up at the 32nd Street and Shea meeting place at 7:00 A.M. for the British Breakfast Run sponsored by The Mini Club. There were plenty of British cars driven by the hardy, but also there were plenty of air-conditioned American cars driven by, well, you know. The route this day was abbreviated due to the heat. The run took us through Paradise Valley, Scottsdale, and Phoenix until we ended up at central Avenue and Clarendon in downtown Phoenix, being waved in from the corner by a very large chicken. The restaurant, of course, was Le Peep, interestingly decorated with memorabilia from and paintings of the world famous golf resort of Saint Andrews in Scotland. Parking in the covered garage behind the restaurant was a welcome relief.

After good food and lots of coffee we held a raffle drawing. One of the best prizes was from a fellow British enthusiast, Mike Rust, who was also one of that morning's sponsors. His contribution was a certificate from him as a professional artist, to create a caricature of your car. Another raffle prize was a mystery gift from Moss Motors that could have been anywhere from \$1 to \$1000. The lucky winner was John Horton, our Prez. So when you see him, ask him how much he won!

Diane Aubert

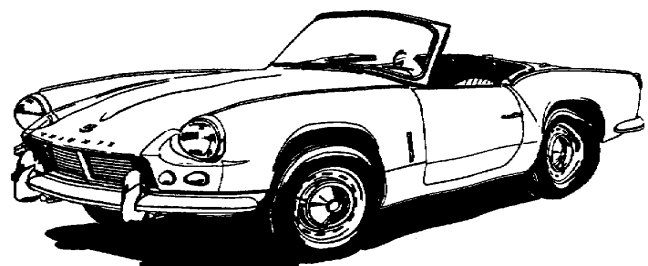


BREAKFAST RUNNERS CHOW DOWN AT LePEEP

AD RATES - CONTINUED

All advertisers receive 1 issue per month during the contract period, Half-and-full-page advertisers receive 3 copies per month.

To place an ad, send your ad copy with payment to: DCTRA Newsletter Editor, 1555 South Cactus Road, Apache Junction, AZ 85219



TECH THOUGHTS IN THE DESERT

In the July issue of our Newsletter we discussed the use of skirted Triumph thermostats which are not too difficult to find, and give some inexpensive insurance against overheating. A good first step against overheating is check your thermostat, and then look for a company like Moss that manufactures thermostats from high-grade stainless steel and copper; thermostats that lock open during overheating for added safety when they reach 180 degrees.

The truth is that most Triumphs need all the help they can get in order to prevent boiling over. Some models like the Stag have the familiar hexagon-shaped brass plug on top of the radiator; other and earlier models have the American style pressure relief cap. In the Stag, during periods of peak pressure, coolant is allowed to run into the plastic collection bottle. Because most of these bottles were fitted with pressure caps rated at only 13 lbs. per square inch, the use of 20 lb. caps, which became standard on later model Stags, is recommended. If you locate one, it is Unipart # GRC124.

As we mentioned in our last issue, it is important to use a good thermostat. Never attempt to operate the car without one. The principal behind the "pump-assisted, thermo-siphoned" cooling system is that coolant remains in the radiator long enough to be cooled before returning to the engine. The thermostat regulates this flow. In addition, it provides a very necessary build up of pressure, because the water pump works best when it assists the flow of coolant already in motion.

As the engine comes up to normal operating temperature, the thermostat should close off the bypass port as it opens the main discharge line to the upper radiator hose (hot side of the radiator). Most thermostats do not have the blanking disk that closes this bypass port. If you use one without the blanking disk, the water pump will take suction from both the hot and cold sides of the radiator. In addition to raising the temperature of the coolant pumped back into the engine, this will reduce the volume of coolant flowing through the radiator.



This picture shows the Unipart GTS 101 (left), Robertshaw 412-180 (center), and for comparison, a "normal" thermo-

stat as used in Triumph six cylinder OHV engines, Spitfire four cylinder engines, and the Rover V8 (right). Both of the thermostats on the left, along with the Stant 35398 (BT 339 180) thermostat (not shown) have the proper blanking disk to close off the bypass port at normal operating temperature. One disadvantage of using the aftermarket (Robertshaw & Stant) thermostats is that these units are not equipped with the small bleed hole and "jiggle pin" that is used in the Unipart thermostat. You can see the plastic part of the jiggle pin just below the flat mounting face of the Unipart thermostat in the top picture. The lower picture is a top view of the Unipart GTS 101 (left) and Robertshaw 412-180 (right), with the vent hole and metal part of the jiggle pin plainly visible in the upper right area of the mounting face. The Stag Repair Operations Manual shows the jiggle pin in the thermostat in the illustration in section 26.45.09, but it does not mention the pin in the thermostat installation procedure. The Triumph TR8 ROM states that the thermostat should be installed "with the jiggle pin uppermost at 12 o'clock". It appears that the bleed hole & jiggle pin is there to assist in venting air from the cooling system as you fill it, and also for reducing the peak cooling system pressures that may develop in the engine before the thermostat opens. You can modify the Robertshaw and Stant thermostats by drilling a 1/8" hole in the stationary part of the thermostat to aid in filling and venting your cooling system.

Since our local water sources often contain a high concentration of minerals, coolant composition should not be overlooked. A mixture of antifreeze and distilled water at all times is a good idea. The correct ratio is 50/50. In that strength, your car is drivable from a cold start down to -33F, and, after minimal warm up, as cold as -53F. Whenever adding coolant, be sure to use the same mixture. Coolant should be added with the engine running and warm. If your Triumph has a heater (mine doesn't) make sure the heater control is in [the full hot] position. It's been suggested that having the front end of the car raised when filling will eliminate air pockets. As a final step, in later model Triumphs, hold the overflow bottle higher than the radiator when filling.

Back flush the cooling system once a year after cleansing with a suitable cleaning agent. If you have any doubt about the condition of your radiator, it is best to have it "rodded" and cleaned in a tank by a competent radiator shop. Make sure that the radiator is not painted by the shop afterward, or at least check to see that the paint did not clog the thin metal fins. Universal type radiator hoses, of the "accordion" type, are not recommended as they offer little flexibility and can cause cracks where they attach to the radiator fittings. Use properly suited, (reinforced), molded radiator hoses. One final suggestion: You might want to consider installing a heavy duty radiator. These units are 4-row, staggered core affairs, and reputed to be of very high quality.

By William Mayo and Walter Holliday, edited by C. Rineholt (Future issues: Fans, Heat Shields, and Oil Coolers)

WHAT HAPPENED LAST MONTH

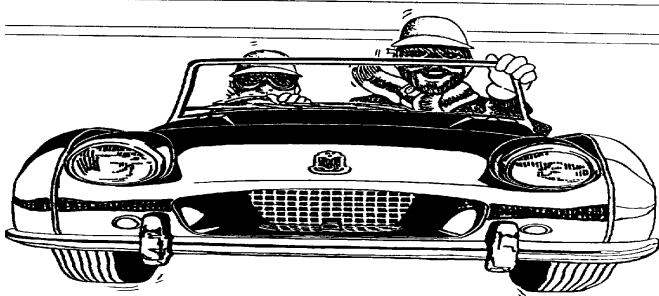
British Open & Kart Racing

Sunday, July 27th dawned hot and muggy, with the fabled monsoon still in the offing, and was even more so by noon. Still, sixteen hardy souls made their way to the British Open Pub & Grille in Papago Plaza on Scottsdale Road, where we found welcome respite in the cool, dark interior of the English style restaurant. Many were venturesome enough to try the Beef & Guinness Pie, Cottage Pie, Bangers & Mash, or, at least, the English Fish & Chips with Peas, as well as a pint of Guinness to wash it all down. A few of the younger set even tried their hand at the pool table before moving on to the featured event.

Eleven well-fed racers continued on their way to the Speedway Indoor Kart Racing Center, where eight of us threw caution to the winds and took a few laps in the go-karts. (Catch that "indoor" part - there was more than one sigh of relief among the "initiates" to see that this was not an outdoor track with incumbent heat and dust!) The participants ranged from "pretty decent showing" (our esteemed president placed third in his heat) to "we don't want to mention names" (someone connected to the newsletter - dead last -- well, never mind). There is a rumor, however, that almost everyone ended up receiving a caution flag at sometime during their respective heats. At any rate, we all had a fine time before we headed back to our air-conditioned abodes. Perhaps the faint of heart will be more courageous next time after seeing how much fun their companions had on the track.



HOT-SHOE HORTON PREPARES FOR BATTLE



ARIZONA MOTORSPORTS PARKWAY

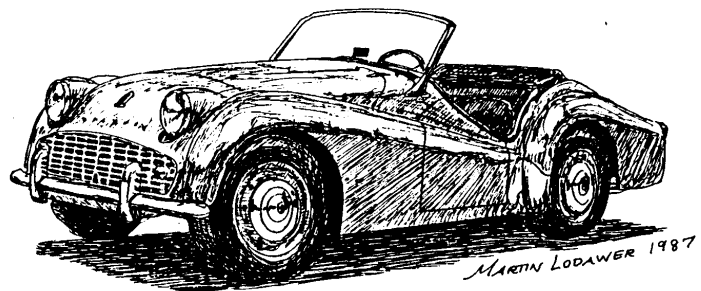
I am writing in support of the continued use of Arizona Motorsports Parkway (AMP as a full service auto racing facility. I am a member of SCCA, and teach high performance driving for various other clubs. I have been involved in motorsports and business my entire adult life and I would like to point out a few simple facts.

1. Auto racers are by definition people with disposable income. Having a facility such as AMP in any community will increase income for local hotels, restaurants, retail facilities, and other businesses.
2. Organized motorsport is safer than "street racing". As evidenced by recent movies (2fast2furious) there is an element of youth that would like to operate their cars at high speed. Organized auto racing discourages such behavior by giving people a place to test their cars and their skills in a safe, supervised environment.
3. The facility in question is located directly adjacent to an active air base. When I visited the track I noted frequent jet aircraft take-offs and landings that exceeded the volume of the loudest cars on the track.
4. SCCA and other auto racing clubs have established sound limits on cars allowed to compete. The loudest an SCCA race car can be is 103dB as measured 50' from the track. Some courses (ie. Laguna Seca in Monterey, CA) limit sound further according to time of day. These rules are taken very seriously by our officials.
5. Often people who complain about race track noise have another agenda. I would encourage you to question track opponents regarding their true complaint. Would they still oppose the track if the cars were much quieter?
6. I think this is the most important point. An independent businessman built this facility with his own money (no government concessions like so many other organized sports); now you are considering taking away his business. What message does this send to other businesses that may want to locate in your community. Will you let others invest millions into a business that cannot be moved then render their investments worthless due to the complaints of a few citizens who didn't express their concerns at the proper time.

Thanks for your consideration.

John Matthews

(Note: This letter was e-mailed to darrengerard@mail.maricopa.gov, the Maricopa County Government concerning Zoning Hearing # Z2001050.)





Triumphest '03

Southern California Triumph Owners Association (SCTOA) Invites You to the Best Triumphest Yet!

The annual West Coast gathering of Triumphs and their owners will be held at the famous Mission Inn in Riverside, California from October 16 through 19, 2003.

"Triumphs on a Mission" is this year's theme, and SCTOA promises many fun activities including: Friday night hospitality party, autocross, dyno test, funcoors, fun rallye, funkhana, guest speaker, model and photo contests, a walking rallye and an awards banquet.

The Mission Inn, a National Historic Landmark Hotel, will play host to Triumphest 2003 and will be celebrating its 100th Anniversary. Participants will enjoy exploring this very impressive, architecturally and historically significant hotel. Adjacent to the Mission Inn is a pedestrian mall that has a unique selection of shops and restaurants that are fun to visit. Special arrangements have been made for street closures next to the Mission Inn for secure, Triumph only, parking.

So mark your calendars today. You don't want to be missin' the Mission!

For more information call:

Greg Taylor
562-430-2935
tricat3@att.net

Or visit our website at:
www.sctoa.org



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DCTRA POLO SHIRT ORDER FORM

DATE:

NAME:

QTY	TYPE	POCKET	NO POCKET*	SIZE	NAME TO BE EMBROIDERED (PRINT CLEARLY)	PRICE
	POLO					
	POLO					
	POLO					
	POLO					
	POLO					
	POLO					
	POLO					
	POLO					
	POLO					

PRICES: SIZES S,M,L,XL \$13.00
SIZES XXL AND UP \$15.00

ORDER TOTAL:

SEND ORDER FORM WITH REMITTANCE TO:

YOUR POLO SHIRTS WILL BE DELIVERED TO YOU AT THE NEXT MEETING - SO YOU HAVE TO BE THERE!
WE WILL SHIP TO OUT-OF-TOWNERS AT STANDARD UPS OR POSTAL RATES!

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PHOENIX, AZ 85021

PLEASE MAKE CHECKS PAYABLE TO DCTRA

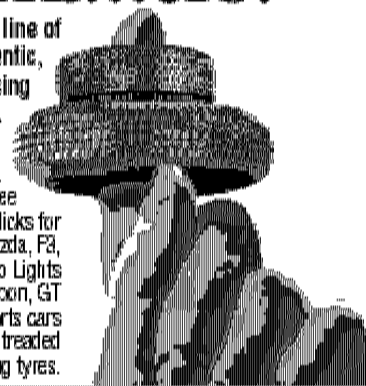
ALL SHIRTS ARE POLO SHIRTS WITH COLLAR AND YOUR CHOICE OF POCKET OR NO POCKET.
THE SHIRTS WILL BE LIGHT BLUE WITH A ONE-COLOR DCTRA LOGO (DARK BLUE).
YOUR NAME CAN BE EMBROIDERED ON THE SHIRT IF YOU WISH (NO EXTRA CHARGE).

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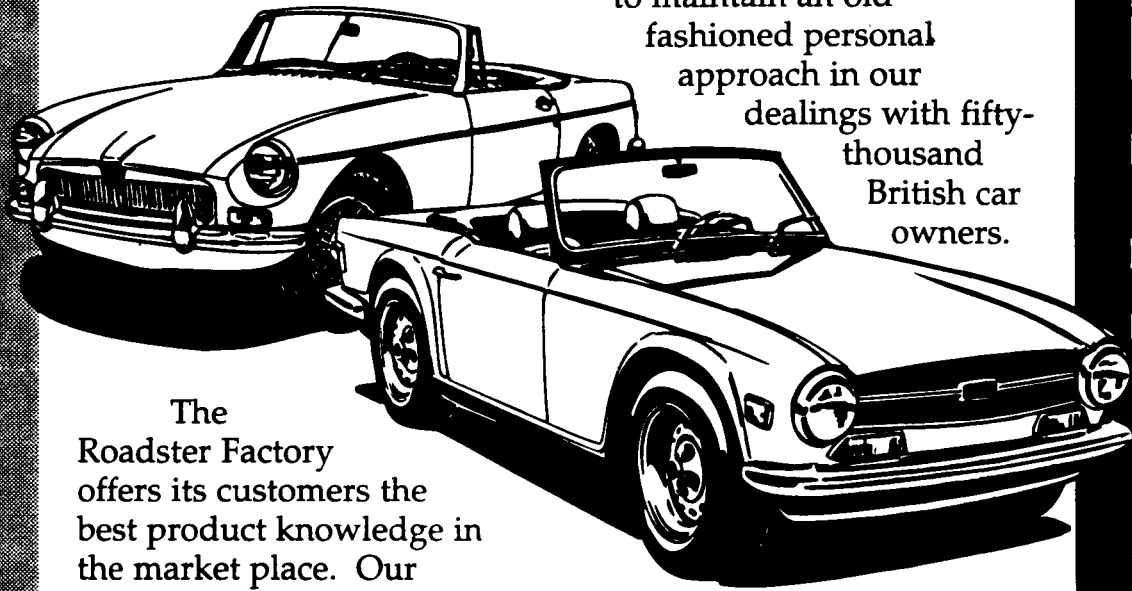
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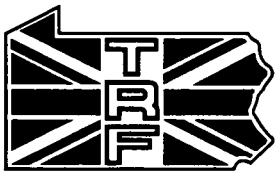
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