



# Triumph TRumpeter

OFFICIAL NEWSLETTER OF  
**THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA**  
*PROMOTING TRIUMPHS AROUND THE WORLD WITH OUR*  
**SISTER CLUB,**  
**THE ISLE OF WIGHT TRIUMPH CLUB, U.K**

## AUGUST 2004

**VOL. 25 Issue 8**

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## COMING EVENTS

**CLUB MEETING:**  
**AUGUST 10 - 7:00 PM**  
**F1 RACE FACTORY**  
**317 S. 48TH STREET**  
**COME EARLY -**  
**HAVE DINNER -**  
**STAY FOR RACING -**  
**SUPPORT OUR**  
**BENEFACTORS!**

**Desert Stages**  
**July 31, 2004**

**DCTRA Breakfast Run**  
**August 15, 2004**



By Clay & Pam Rineholt

VTR 2004 featured the Triumph Italia on its 45th Anniversary and celebrated the 35th Anniversary of the TR6. The event was hosted by the extremely hospitable Richmond Triumph Register in beautiful, historic Richmond, Virginia July 14th -17th. RTR managed to pack the week with activities for everyone, from an extensive focus on history in the tour events to the details and how-to advice in the tech sessions, the excitement of the autocross, fun ride through beautiful countryside, and bargains in the Friday night auction with a professional auctioneer.

The event got under way Wednesday afternoon with the Fun Rallye, Funkhana, and Welcome Reception. Tech Sessions on Thursday and Friday included "Inspection and Repair of the Differential," "Auto Finishes - Quality Starts at the Sheet Metal," "Powder Coating 101 and Overdrive Solenoid Repair," and "Triumphs - The Good, the Bad and the Fixable." (See this month's tech article on page 4 for more on powder coating.) Moving events included the Funkhana, TSD Rallye, Fun Rallye, Autocross, Scenic Tour, Battlefield Tours, Ice Cream Run and Restaurant Choice Caravan. In addition, there was a Craft, Model and Photo Contest, Scenic Tours to Berkeley Plantation, Richmond Battlefields, Petersburg Battlefield, Agecroft Hall and Virginia House Tour, Pre-Auction BBQ Dinner, Auction, Vendor's Room, Hospitality Suite, Panoramic Photo, Concours d'elegance, Participant's Choice Show, Cocktail Reception and Awards Banquet. Saturday morning's events were held at the Virginia Aviation Museum, where a number of vintage British aircraft added to the excitement of the day.

*(VTR 2004. continued on page 7.)*



### CLUB OFFICERS

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**AAHC Rep:** John Horton 602-843-1399

**EDITOR'S E-MAIL:** pueblodesign@mchsi.com  
**DCTRA WEB SITE:** <http://www.dctr.org>

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

Permission to reproduce anything in this newsletter is granted provided proper credit is given.

### CONTRIBUTORS

We would like to encourage every member to help with newsletter submissions, we welcome all TR stories, articles, and photos. A Best Regards and thank you to the following Contributors and Advertisers who supported our August newsletter:

Rich Aubert, Jim Bartels, Jim Bauder, Jim Coleman, Delta Motorsports, F1 Race Factory, Deta Hampsch, Beth & John Horton, Import Car Parts, Stu Lasswell, MicroWorks Computer Networking and Maintenance, Moss Motors, Ltd., Thomas Nicoud, John Nuss, Tom Pennell, The Phoenix Flower Shop, Roy Stoney, Dave Riddle, Pamela Rineholt, Richmond Triumph Register, The Roadster Factory, Ken Schmidt, Harlan Schufeldt, John Truttman, Arthur Wallis, and anyone we missed.

### THE PREZ SEZ

I was looking over my collection of spitfires the other day. No, collection is not the right word.

To me, "collection" implies some thought given to acquiring things: the first, last, some uncommon variation. What I have is inventory acquired over several years- just pieces of cars that, maybe some day, something will come in handy. Of course, having the cars means having receipts that I'll never total (Who really wants to know?) tools, catalogues, and magazines.

Well, it did happen. Trevor broke on the BEAT last April and since the last meeting we finally started to look into the problem. The third piston moves up and down separate from the crank shaft- oops! Here's where having inventory pays off. Among the inventory is a 1296 engine that works. Pull one engine and replace it with the other and on the road again. Sounds simple doesn't it?

Hey we've got activities coming up so read the newsletter and wash the car and drive the Triumph!

John C. Nuss



*Photo by John Nuss*



## MINUTES OF THE JULY MEETING

Rich Aubert opened the meeting since John Nuss was at school. There were 18 present. We had one new member, Randy Roush who has a TR250. The Secretary's report was accepted as printed. The Treasurer reported that, in response to last month's question of having any money in his absence, we have checks in the check book so we must have money! He also stated that we are still solvent. Art Wallis filled in for Clay & Pam as newsletter editor. Clay & Pam are out of town, but will be back soon. Art made a request for "personal car stories;" also mentioned that the deadline for articles was July 26th.

On July 31st, a group of us will attend the Desert Stages Theatre to see "Best Little Whore House in Texas." In August, there will be a pool party at the Aubert's with a Hawaiian theme. August 15th, John Truttman will be in charge of the Breakfast Run & will be planning a route somewhere in the western part of Phoenix. Don't forget Triumphest coming up this September 30th - October 3rd. Jim Bauder and his brother will be laying out a gymkahna in August and he will lead a contingent starting out on Wednesday. Also this fall, October 2nd - 3rd will be the "British Vintage Voyage." It was suggested that we take part in the Toys for Tots Drive to Wickenburg in December. Rich is still working on the list of suppliers for repairs for our TRs.

In tech talk, hazard switches in Spitfires were discussed by Armand LaCasse. He also spoke about the rocker switches for the lights. Joe Glover had a beautiful chrome bumper to show. The work was done by a company in Tucson, which did a great job for only \$180 with a very short turn around time.

A picture was donated by Virgil Cole, titled "Poverty Sucks." It was auctioned off for \$24, the winner being Art Wallis. The meeting adjourned at 7:50.

Deta



*Photo by John Nuss*

An advertisement for F1 Race Factory. It features a large, stylized 'F1' logo in blue and red with a checkered flag pattern. Below the logo, the text 'RACE FACTORY' is written in a blue, italicized font. To the right, there is a red rectangular button with the text 'book an Event' in white, followed by a double asterisk. Below the button, it says 'OR CALL TO RESERVE AN OUTING (602) 302-RACE'. On the left side of the advertisement, the address 'F1 Race Factory 317 S. 48th St. Phoenix, AZ 85034' is listed. At the bottom, the slogan 'Fuel Your Passion for Competition!' is written in a white, italicized font.

## Letter To the Editor

Most of you know that I had a 5-way coronary bypass 9 years ago due to the ineptness of a doctor attempting to perform an angioplasty and mostly survived the experience. Two weeks ago I underwent a "bilateral Angiogram" at our local hospital. The doctor discovered that both my Aortic and Ventral heart valves are now damaged and must be replaced. The operation is scheduled on August 2 (probably at Scottsdale North), and will be performed by the same guy who did my big bypasses 9 years ago, Michael Caskey. If all goes well, I may be able to entertain visitors on the 8th or 9th. I would be pleased to see you all at your convenience. We have made arrangements for Gracie to stay at Brent Baker's house in Carefree for the duration of my hospital stay. Owners Brent and Judy Baker are in Idaho for the summer. The number at the Baker house is 480-488-9029 but don't expect Gracie to answer all of the incoming calls. Baker has caller ID, so she may not recognize the names. Naturally, I'm a little apprehensive about this, so the Doctor has prescribed me some "feel-good" pills to take until August 1. So far they work pretty good. They really should be described as "don't give a shit" pills. "Life is a series of adventures - some good, some bad" - quote by Tom Pennell (unless I stole it from somebody else). Tom

## TECH TALK

During the National Convention for the Vintage Triumph Register in Richmond, Virginia in July, 2004, master powder coater Fred Thomas, who helped open the first major Sears auto repair shop in 1960, and engineer Ronnie Babbitt conducted the technical session reviewing the finer points of powder coating from which this article was gleaned.



Fred Thomas reviews the finer points of powder coating.

It's tough. It looks great. And it lasts a long, long time. Powder coating is a superior finish that's found on hundreds of products you come in contact with each day. It makes products durable, attractive, and scratch-resistant, too.

Powder coating is a dry finishing process. Finely ground particles of pigment and resin are electrostatically charged and sprayed onto the products to be coated. The parts to be coated are electrically grounded, so that the charged particles adhere to them until melted and fused into a solid coating in a curing oven.

The result is an attractive, durable, high-quality finish. The powder coating process itself offers another advantage — it is environmentally friendly...virtually pollution-free! While liquid finishes contain solvents which have pollutants known as volatile organic compounds (VOCs), powder coating contains no solvents and releases negligible amounts, if any, of VOCs into the atmosphere. Thus, there is no longer a need for finishers to buy costly pollution control equipment. In addition, unused or oversprayed powder can be recovered, so any waste is minimal and can be disposed of easily and safely.

Powder coatings are now used on thousands of parts and products, and ongoing technological breakthroughs are expanding the list every day.

Here are some of the powder coated products you see: Antennas, Anti-chip primer, Ashtrays, Auto bodies, Brake assemblies, Bumpers, Carburetor exteriors, Door handles, Engine blocks, License plate frames, Luggage racks, Mirror brackets, Oil/air/gas filters, Radiators, Shock absorbers, Steering wheels, Trailers and hitches, seat frames, Springs, Valve covers, Wheels, Window trim, and Windshield wipers.

So you have the '58 TR3 almost completely restored and want to get some parts powder coated by the coating shop down the street.

**STOP!** Before you turn over your trusted parts to just anyone there are some key things you can do to reduce the cost of the job, and more importantly some basic things you should ask Joe Schmoo before you contract him to do the job. Keep in mind these pointers are good for anything you may want powder coated or you may want to powder coat yourself.

Successful powder coating of your parts depends on part selection, part preparation, part pretreatment, proper powder selection, and proper application and cure.

Part Selection, or, what can I get powder coated? Valve covers, brake calipers, radiators, brackets or the entire frame of the car; any part, which can withstand the cure (bake) temperature (~350F) of the powder can be powder coated.

Part Preparation involves removing all items from the part to be powder coated such as: gaskets, bearings, brackets. Strip the old paint from the part by bead blast, sanding paper or use chemicals. Completely clean the part using an industrial solvent (Methyl Ethyl Ketone - MEK, or a vapor degreaser, MEK is available at most

*(Tech, continued on page 6.)*

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## CLUB MEMBERS AND THEIR CARS



Show this quickly to most people and they'll pick it to be a 1950s Ferrari. This is the Triumph Italia and there is no way to identify it as a TR3 unless you look at it from either end. The narrow track gives it away. The Michelotti signature emblem is visible low down on the front fender and the Vignale flags are on the rear fender.

### Triumph Italia by Mike Cook

The world agreed that the TR3 was a great little sports car. There was also general agreement that it was not a prime example of automotive styling. Many buyers, reveling in the handling and the power, longed to see something flashier in the driveway than the blunt little TR.

In 1959 the Italian Triumph importer, a Commendatore Ruffino, decided to fulfill these wishes by creating his own Triumph model, the Italia. He talked to Michelotti about styling and arranged for the cars to be built by Vignale of Turin. He then persuaded Standard-Triumph to supply him with rolling chassis, a very unusual accomplishment.

Michelotti, who had already designed the Herald and built the ZOOM prototype, which would lead to the TR4, did something quite different for Ruffino. His concept was a two-seater fixed-head coupe on the TR3 chassis, with bodywork resembling some of the Vignale and Farina styling efforts for Ferrari. The finished design was harmonious, with a very long hood, graceful fender arches, a Ferrari-like oval air intake with an egg-crate grille, and stout chrome bumpers. One or two touches would appear three years

later on the TR4.

About 300 Italias were built. After initial interest, sales were slow. The car cost about \$4,000 in Italy, when a TR3 was \$2,695 in the United States. Some were purchased by Americans on overseas delivery, but most went to British or European buyers.

Sometime in 1961, Triumph changed importers in Italy and found that, in the stock they bought back from Ruffino, were a number of left-hand-drive Italias. Not about to miss a sale Triumph shipped a batch to Standard-Triumph in New York. I believe there were about 35 of them. They arrived during 1962, showing the effects of lengthy outside storage, including faded paint and musty interiors. All were on TR3A chassis, at a time when the TR3Bs and TR4s were in Triumph showrooms.

We priced them at around \$3,695, cleaned them up, and got them out to dealers. Several were used by company people for a few weeks, and I drove one home one evening. It felt like a TR3 with sound-deadening, rode a little better, and was comfortable with its custom seats. Unfortunately, most of them suffered from gas fumes in the cockpit, due to improper tank venting.

Italians occasionally turn up at shows. The big problem is obtaining body parts and glass – especially the windshield, which was custom-made for the car. The design is so attractive it makes one wonder why the factory didn't consider building them as a regular production model, but there was no room in the budget or the model program for such an upscale TR. Too bad.



Pam Rineholt stands behind this pristine Italia at the Vintage Triumph Register 2004 National Convention in Richmond, Virginia.

*Photos by Clay Rineholt*

*(Tech, continued from page 4.)*

paint stores) Note: Handling after this must be minimized. Do not touch the part with your bare hands as the oils from your hands can cause defects in the finish. We encourage the use of cotton gloves. Mask areas of the part you do not want powder coated. Keep in mind that with the right powder selection, the powder coated areas can be machined clean. Engine blocks are machined (gasket surfaces, cylinders and bolt taps) after the block is powder coated. Use high temp green tape (Shercon [www.shercon.com](http://www.shercon.com)) for the areas you do not want to machine after coating. Use Silicone plugs and caps for masking bolt taps and attached screws/bolts. Available from Shercon as well as from [www.mocap.com](http://www.mocap.com) and [www.argonmasking.com](http://www.argonmasking.com) which supplies two kits Q15 and R20 which should serve your plugging and capping needs. Each company is willing to send you samples.

Your selection of a powder job shop is absolutely critical! The wrong job shop can ruin your part or put on a finish which will degrade and need removal, cleaning and recoating within

a short period of time. An inferior, low end, powder coater will have no pretreatment capabilities. There is a reason why all automotive and motorcycle manufacturers specify part pretreatment in their powder coating specifications.

What is pretreatment? Basically, pretreatment is a process which cleans all contaminants from the surface and then causes a chemical reaction which assists paint adhesion and prevents parts from corroding (rusting). You don't want rusted parts, or a crackled coating buildup over grease. For Steel parts, an Iron Phosphate FePo<sub>4</sub> is required. For Aluminum parts a chromated/fluorinated system is required. For Magnesium parts an acid wash is required. Pretreatment adds life to your part at minimal cost. Beware the un-pretreated part! No one can warranty it. It is also suggested that you pre-heat and then cool the part before applying coating.

So, what do you want to ask a prospective job shop? Is pretreatment included in the price? What kind and how many stages? (the more stages the better)

What powder coating chemistry are you going to apply? Most underbody/underhood applications are with Epoxy powder coatings, most exterior applications are with TGIC or GMA Acrylic. How do you ensure my part will be properly cured? Do you run oven profiles? What major company do you powder coat for? What do you do if the part needs to be re-coated? What if my part rusts within the first two years? If it fades in the first 3 years? There are powder coatings which can last up to 10 years with no fading or gloss loss!

Don't let yourself feel intimidated by the job shop, make sure you check with at least 2 or 3 different ones, call a large outfit in your area and feel free to call any powder coating manufacturer. Ensure you know all the facts before you contract out your job, no matter how small. After all, you put a lot of work into your project. The last thing you want is for some bozo hillbilly powder shop to force you to redo your work a year later because it is faded, rusting and peeling. In our next issue we will discuss setting up your own small scale powder coating operation.

**JIM MEDLAND, President**  
**ROSS VAUGHAN, Parts Mgr.**



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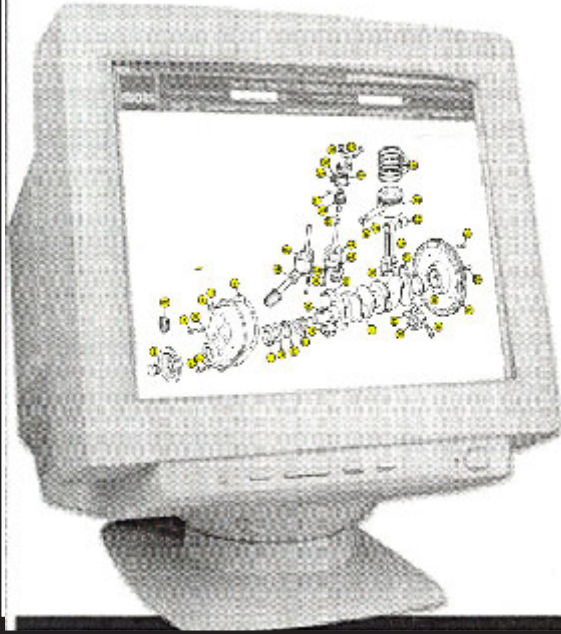


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*(VTR 2004, continued from page 1.)*

Of course, the "main event" was the opportunity to see all of the beautiful Triumphs and to get acquainted with their owners. Naturally, the fabulous Italias were the stars of the show, and there were many absolutely gorgeous TR6's. Some of the other more unusual entries were a 1951 Mayflower, a TR1800 Roadster and a TR2000 Roadster, several Vitesses, and a number of Stags. In general, all of the cars were remarkably well-cared for and very nice.

Part Italian, part British, the Triumph Italia was designed by Giovanni Michelotti and hand-crafted in Turin, Italy by Vignale. Approximately 297 Italias were produced between 1959 and 1962. Chassis and running gear were TR3A, TR3B, or TR4. Most had the Laycock de Normanville overdrive. Most of the Italias were left-hand drive and stayed on the European continent. Approximately 60 came to the United States. It is thought that approximately 90 cars survive worldwide. (Harlan Schufeldt)

With Giovanni Michelotti engaged on other British Leyland projects, the design contract for the TR6 went to Wilhelm Karmann GmbH. By utilizing the TR5 base, the floor, windshield frame and glass, scuttle, doors and inner panels

were all retained, while fenders, hood, boot (trunk) lid, and front and rear panels were new. Thirty-five years after the 1969 TR6 made its first appearance, it is still a car that is admired today. VTR 2004 celebrated the introductory year of the car that many view as the last of the real British sports cars. (Jim Coleman)

All in all, VTR 2004 was a fun, interesting and informative event, and, although we were only able to attend for a couple of days, we certainly enjoyed the experience and are thrilled that we were able to be there! Perhaps, the convention next year will be closer to home and more of us will be able to attend.



*This Giovanni Michelotti sketch was on display at the 2004 VTR convention. This drawing was purchased as part of a group in Turino shortly after Giovanni's death. They were picked up outside the factory after being thrown away.*



## ISLE OF WIGHT TRIUMPH CLUB

• Stag • TR 2 • 8 • FWD • Toledo • Dolomite • Sprint • 2000 • 2500 2.5 • Mayflower • Renown • Roadster • Spitfire • Bond • Herald • Vitesse • GT6 • Acclaim • Specials •

August

Hi everyone,

As an update of what is happening locally for those of you without internet access...

1st Sun **The Vectis Land-Rover Club** - invite us all to take part in their 3rd 'Alternative' motor show being held at Havenstreet Steam Railway. Show opens at around 10am, closing around 4:30 - 5pm, and hopefully good weather to make it a day to remember. For more info phone the show organiser Wendy Wright on 07939155738.

2nd Mon **Evening visit to Rylstone Gardens, Shanklin** - The IOW Morris Minor Owners Club are joining forces this year with the Triumph 2000 Group for the ever popular visit to the Rylstone Gardens on the first night of Shanklin Carnival week. We will be able to display our cars around the gardens. The Tea Garden will be open all evening for "naughty but nice" grub – everything from tea and cakes to a full meal! A band will be playing on the Bandstand and the crazy golf will be open. Why not take a stroll through the Old Village? This is always a very enjoyable evening. Join us on Brading Downs for a convoy into Shanklin – 6.15pm for a 6.30pm start, or meet any time from 7.00pm onwards at the Gardens. *All Classics are very welcome to join us. Do hope to see you there!*

7th - 8th **Chale Show** - Weekend of family fun with arena events, craft displays, horticultural exhibits and much more. Unsure on classics attendance. Tel: (01983) 551205 for info.

10th Tue **VHVC Club meeting** - At the Riverside Centre, Newport from 8pm

15th Sun **IW Ford Club Classic Vehicle Show** - Calbourne Mill from 10am onwards

16th Mon **IW Triumph Club meeting** - All Triumph owners / enthusiasts welcome, the free club catering for all clubs! - meeting at the Woodmans Arms, Wootton from 8pm onwards.

22nd Sun **VHVC Lada Cup Run** - Meeting at Butterfly World 2pm for 2.30pm start

27th -30th **Grand Steam Show** - Havenstreet (Advance tickets required)

28th Sat **AMS 'Family Day'** - to celebrate the site's 40th Anniversary being held from 10:00 am - 4pm. AMS are looking to create a fun day with classic car display, fete attractions, craft stalls and entertainment for all to enjoy. As this is the Ruby Anniversary they are having a Red theme on the day and hope to show the site through the decades from its origins as Somerton Airfield onto its present development with displays of their products. If you own a classic please feel free to attend.

30th Sun **VHVC Bert Blackburn Run** - Meeting at Butterfly World 2pm for 2.30pm start

Hope to see you all soon!

Isle of Wight Triumph Club



**21st - 22nd August**

[www.garlicfestival.co.uk](http://www.garlicfestival.co.uk)



## July Breakfast Run



Text and  
photos  
by John Nuss

As is our custom we met Sunday morning for a drive to breakfast. We planned well because all our Brit cars are in various stages of apartness so we had to drive in air conditioned comfort. There were several new MINIs, several Jaguars, a Lotus, a Spitfire and a TR6. Several club members did participate but drove non-Brit cars. We met Gareth, a prospective member with a sharp dark green 1979 Spitfire. The Jaguar Club directed us to El Encanto Restaurant in Carefree- a nice ride on a warm day. As usual the breakfast was good, the company outstanding and fun for all.



## Calendar of Events

**July 31st — DCTRA Outing: Desert Stages Theater**, "The Best Little Whorehouse in Texas" southwest corner of E. Highland Ave. and N. Scottsdale Rd., Scottsdale.  
[www.dctra.org](http://www.dctra.org)

**August 10th — DCTRA Meeting**, F1 Race Factory, Food 6 p.m., Meeting 7 p.m.

**August 15th — 2004 Make-A-Wish Car Show**, Cottonwood Mall parking lot near Dillard's on the west side, register by Aug. 5, Mark Wisdom NMMINI member @ 505 294 1243

**August 28th — Breakfast Run**, 32nd & Shea, Meet 7 a.m., Leave 7:30 a.m.

**August 15th — South Coast Classic Autofest**, classic cars 20 years and older, Girsh Park, Goleta, California, 10:00 to 4:00. Pre-reg. \$20, on day \$25. Michael Grant: [grantm@hushmail.com](mailto:grantm@hushmail.com) or 805-895-7980

**September 18th — Charity Car Show**, Mesa Marketplace

**September 30th - October 3rd — Triumphest 2004**, Horizon Casino Resort Hotel, South Lake Tahoe, Nevada.  
[www.triumphtravelers.org](http://www.triumphtravelers.org)

**October 2nd - 3rd — British Vintage Voyage 2004**, a weekend road trip for ALL British Car Owners. All proceeds will be donated to the Phoenix Children's Hospital and the American Cancer Society's Camp Sunrise for kids. The itinerary includes a visit to the San Dominique Winery at Camp Verde with an overnight stay in Cottonwood. On Sunday there is an option to take the Verde Valley Railroad Train ride. Registration is \$45.00 per vehicle, closing date Sept. 2nd. Call 480-985-2531

**October 17th — Farmers & Farmworker's Appreciation Day Car Show** Fundraiser for Queen Creek Family Resource Center, Desert Mountain Elementary School, Queen Creek, early reg. \$15.00, 480-987-5988



**Announcing TRIUMPHEST 2004**  
Come join us at the Horizon Hotel, South Lake Tahoe  
on September 30 thru October 3, 2004

**Events:**  
Dinner Cruise On M.S. Dixie -  
Paddlewheel Boat  
Friday Driving Tour  
Autocross - At the Hotel!  
Friday Cocktail Party  
Funerals and Rallye  
Saturday Banquet  
Triumph Vendors and Regalia

**Contacts:**  
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*(Calendar of Events, continued on page 10.)*

## 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.**

FOR SALE = 3 cylinder heads, several exhaust manifolds, Bra made by design Fabricators, tools for installing cam bearings, several coffee cans full of little stuff, valves, springs, distributors, ignition parts, well-used set of genuine sheepskin seat covers, probably a whole lot more I can't remember. Also have a manual tire changing machine and a bubble balancer. EXTRA: A fairly good sized collection of nuts, bolts, washers and fasteners in a 4' x 4' cabinet (you may have seen it at Roy Stoney's during the project car rebuild), engine stand, shop-vac and 2 small outboard motors. All of this stuff is located at my home in Show Low, so climb into your truck (you will need it), come on up and make me a reasonable offer. Tom Pennell 928-537-3355 or e-mail to [tr3tom@frontiernet.net](mailto:tr3tom@frontiernet.net) (10/04)

FOR SALE = All from 1974 TR6: Transmission, \$300, front brake calipers with stainless steel pistons, \$50, front and rear bumper overriders, \$50, Lucas starter motor \$25 John Truttman 480-695-2591 Moving, all prices negotiable! (8/04)

FOR SALE = Triumph TR3 Projects & Parts, overdrives, wire wheels, sheet metal. Call for your needs. TR250, lots of work done, needs paint & upholstery. Bill Close 480-835-0987 Leave message. (08/04)

FOR SALE = '66TR4A, 90% restored, \$7500. '62 TR4, partially restored, \$2500. Variety of parts for TR4 & 4A. Steve Francois 480-946-3590 or 928-632-9650 (Mayer, AZ) (08/04)

*(Calendar of Events, continued from page 9.)*

### FRIDAY EVENINGS:

- Alma School & Warner, Chandler.
- Lindsay & Warner (on the east side of the Albertson's Parking lot), Gilbert, 5-? PM depending on the weather.
- Hills, 43rd Street & Union Hills, Phoenix

### SATURDAY EVENINGS:

- Wendy's, Superstition Springs Mall, Power & Hampton, East Mesa, 4-? PM depending on the weather. First Saturday of every month is for British cars. If you are coming let me know so we can hold spaces and all park together. [shirley@nis4u.com](mailto:shirley@nis4u.com) or 480-985-2531
- The Pavilions (McDonalds), Indian Bend Rd. between Pima Freeway and Pima Road, Scottsdale. 4-10 PM. 602-443-0800
- Chubby's, 7th Street & Union Hills, Phoenix. 5:30-9 PM.
- Chuy's, Arizona Avenue & Warner
- Dairy Queen, 108th Avenue & Grand, Sun City. 4-8 PM. 623-977-3303
- 5 and Diner, 906 N. 56th Street, I-10 & Ray, Chandler. 5-9 PM. 480-753-1114
- Hooter's, Bell Road west of I-17, Phoenix. 602-375-0000
- Shoney's, 59th Street & Bell, Phoenix. 602-948-0719, 623-561-1971
- Sonic, 33rd Avenue & Bethany Home Road. 6-9 PM. 623-936-6587

## HIGHWAY HUMOR



Cartoon provided by Tom Pennell



TR250

TR4A

TR4

TR3

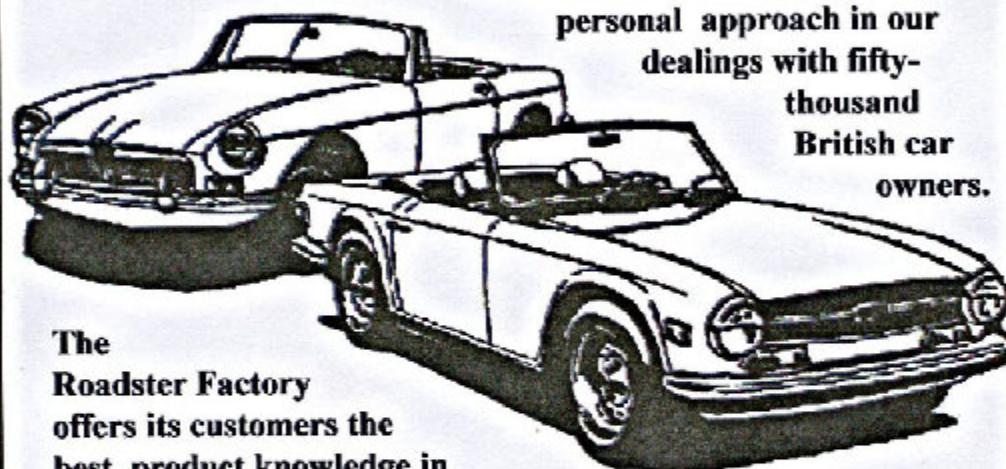
TR6 TR7 TR8

SPITFIRE I-IV

1500 GT6

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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 service to British car enthusiasts.



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TR2

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