

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.

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JANUARY 2004

Vol. 25, #1

MEETING: JANUARY 18 - 10:30 AM
CARY'SHAVEN
McKELLIPS JUST EAST OF CENTER ST.
COME EARLY! VOTE!
IT'S YOUR CLUB!

CLUB OFFICERS

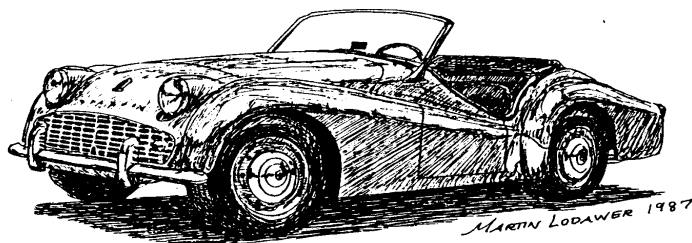
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Historians:	Mike and Joyce Bayne	602-938-1282
Membership:	Ron Gurnee	480-816-0836
AAHC Rep:	Roy Stoney	602-414-9953

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

JANUARY 18

DCTRA ANNUAL CHAMPANGE BRUNCH
AND ELECTION OF OFFICERS
SEE BELOW FOR DETAILS

OTHER EVENTS

JANUARY 21 - 25, 2004

BARRETT-JACKSON CLASSIC CAR

AUCTION

READ ALL ABOUT IT INSIDE UNDER
AUTOMOTIVE EVENTS ALL OVER THE WEST

JANUARY ELECTION BRUNCH

Our meeting this month is not the normal get-together but will be the Election Brunch on Sunday, January 18th, between 10:30 and 11:00 a.m. The location is Gary's Haven, in Mesa on McKellips Road, just east of the light at Center Street. It is on the north side in the strip mall.

Nominations for officers that have been made to date are John Nuss for President, Rich Aubert for Vice President, Jim Bartels for Treasurer, and Deta Hampsch for Secretary. All are incumbent save the president. The incumbent president, John Horton, has declined to run for another term. Additional nominations may still be made at the Election Brunch before the election.

MINUTES OF THE DECEMBER MEETING

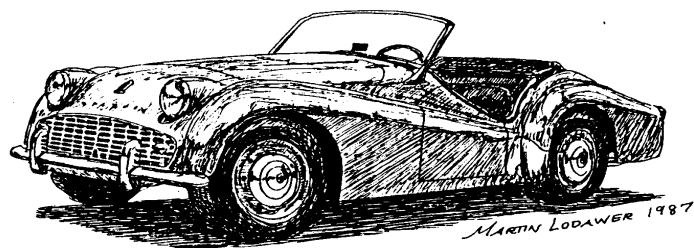
The meeting opened with 25 present. We had four new guests: Joe & Kathy Polkus with a red '59 TR3 and Frank & Shauna Jones with a red '80 Spitfire. The minutes were accepted as printed. There was no Treasurer's report. It was announced by the newsletter editor that he had received the membership mailing list. If you want the newsletter mailed to you, please let Clay know. He also mentioned receiving an e-mail describing "Let the Dream Take Wing", the Promise Gala for Juvenile Diabetes to be held in February. They are raffling off a 1966 Austin Healey Sprite at \$100/ ticket or 6/\$500. Rich Aubert, our Vice President, announced that the champagne brunch will be held at Gary's Haven on January 18th, starting at 10:30 a.m. There were no new nominations for officers. Previous nominations were listed in the newsletter. Elections will take place at the meeting and brunch. Announcement of new officers will be made at the brunch. President John Horton reminded us of the \$18 membership dues for our

easy-going family-oriented club, and of the upcoming events for the remainder of December.

In tech talk, it was mentioned that Jack's Alignments on 26th St. is a good place for alignments. Virgil Cole warned that emissions testers may try to run your TR through several times just for fun, but you don't have to let them do it. John Horton would like to get 4 or 5 people together to group-order the 5 speed transmission conversion kit, for a \$100 discount. He reminded us that the Toyota Supra is a good transmission to use in the conversion.

There were no Historian or Membership reports. There was a unanimous vote to donate \$300 to "A Hand of Hope" charity, which gives toys to children who are going into surgery. There was no Old Business. In New Business, Julius told us about the Fountain Hills Classic Car Show coming up on Saturday, March 27th. Early registration by January 27th is \$20, or \$25 after that date. There are goodies for early registrants. Times are 7-10 a.m. for sign-in, 10 a.m. to 5 p.m. for the show, and awards 5-6 p.m. More information is available at www.FHCCS.com. John mentioned the fun times we have had previously at the Wickenburg and Sedona parades, and Stu told us about the latest additions to his TR collection. We were also reminded that the Highland Games will be coming up February 28th & 29th. It was mentioned that the BEAT price has doubled due to most things now being paid for rather than donated. The Hortons gave out sets of pub mats from their trip to England.

The meeting was adjourned at 8 p.m.



THE PREZ SEZ

We, Beth & I have been members since 1985, I have been seated in officer chairs a number of times including president and Vice president. The club has changed a number of times and increased in membership to over a hundred members. Some issues were troublesome and hotly debated, All were solved in an adult manner with positive results.

The original concept of DCTRA has and is, a group of people with a common interest in the Triumph automobile, who drive somewhere to eat. This has not changed. I am vastly proud of that. I undertook my chairmanship as a mirror to reflect the needs of the members and facilitate these changes. We have become a better club and stronger through the years and I like to believe we are all friends for it.

After being president since the death of Roger Guzowski in 2002 and elected in 2003 it is time for someone else to hold this office and input their ideas and guide us. I wish to thank the officers that made my job much easier. Rich Aubert who busted fanny to get things done, Jim Bartels kept the books and put forth the idea of a certificate of deposit to protect the 2007 Triumph seed funds. Deta Hampsch - who finally got the computer to write up the meeting records, and the others that put in time and effort to help us be where we are today.

The slate of officers nominated is a good one. John Nuss will serve well, Rich will be supportive to John and the others nominated will make a fine set of leaders. They deserve your support and vote.

I personally would like to see some more entries in parades, like Wickenburg, and Apache Junction, Perhaps Sedona and Phoenix. They are just plain fun. I am a bit concerned about the distance to the 2004 Triumph in Lake Tahoe, I think we might try to make it happen. After all Triumphs are dependable cars are they not? Beth & I wish you all a healthy and most excellent new year for 2004.

Good Day Ms Winifred wherever you are.

John Horton

Triumphest 2004

Start planning now for the Triumph event of the century! The location alone makes the trip worthwhile. The dates are September 30th, October 1st, 2nd & 3rd, 2004. Triumphest 2004 plans more fun, more games, more lodging choices, at Lake Tahoe, South Shore.

The location is at The Horizon Casino and Resort in South Lake Tahoe, Nevada -1-800-648-3322. Mention Triumphest 2004 for the special rate of \$89 per night

A sampling of the many events being planned include a Dinner-dance cruise on beautiful Lake Tahoe aboard the M.S. Dixie II paddleboat. A three and half hour cruise with live music, dining, dancing and sightseeing. Boarding at 6 p.m. out of Zephyr Cove. Cost \$45 per person - prepaid - included on the registration form to be mailed by May 2004.

AUTOMOTIVE EVENTS ALL OVER THE WEST

FRIDAYEVENINGS:

Alma School & Warner, Chandler

Warner & McQueen, Gilbert, 4 - 9 p.m.

Hills, 43rd St. & Union Hills, Phoenix

Rally's 602-948-0719, 35th Avenue & Northern, Phoenix

SATURDAYEVENINGS:

Saturday, December 6th will be the first one in the month which is when we try and get as many British cars as possible to the cruise-in at Power & Hampton in East Mesa. We can hold spaces till 6 pm so please let me know if you are coming and we will try and hold spaces so you can all park together, regardless of marque or year. shirley@nis4u.com or 480-985-2531 Power and Hampton, Mesa, (British cars the first Saturday of the month) 4 - 8 p.m.

The Pavilions - McDonalds 602-443-0800, Indian Bend Rd. between Pima Freeway and Pima Rd., Scottsdale. 4 - 10 p.m.

Chubby's, 7th St. and Union Hills, Phoenix 5:30 - 9 p.m.

Chuy's, Arizona Ave. & Warner

Dairy Queen, 623-977-3303, 108th Ave. & Grand, Sun City 4 - 8 p.m.

5 and Diner, 480-753-1114, 906 N. 56th St. (I-10 & Ray), Chandler 5 - 9 p.m.

Hooters, 602-375-0000. Bell Rd. west of I-17, Phoenix

Shoney's, 602-948-0719 623-561-1971, 59th St. & Bell, Phoenix

Sonic 623-936-6587, 33rd Ave. & Bethany Home 6 - 9 p.m.

Wendy's. Superstition Springs Mall, Apache Junction

SUNDAY, January 18th is the next Breakfast Run.

This is being arranged for us by the Lotus Club. Meet at 32nd St. / Shea Blvd. (NW corner) in Phoenix at 7:30am, ready to leave at 8:00am. Lance & Jim usually find us somewhere very nice.

BARRETT-JACKSON SCOTTSDALE 2004: January 21-25, 2004 The Barrett-Jackson Classic Car Auction is held each January at Westworld in Scottsdale, Arizona. It claims to be "The World's Greatest Classic Car Auction," and has evolved over the past thirty years into a social event that is a must for thousands of car collectors and enthusiasts. It is held over a four-day period. Barrett-Jackson is host to car collectors who are looking to find that very special car whether it is a fabulous coach-built classic car, a championship racecar from the sixties, a high performance muscle car, or a one-of-a-kind, custom built, award winning hot rod, collectors know where to come. The Scottsdale 2004 Barrett-Jackson Auction will incorporate a new larger tent structure as part of the main auction pavilion. The larger auction tent will accommodate more seating space and aisle access in the bidder seating area. The larger tent will also add more grandstand seating for general admission attendees to watch the auction action. The Barrett-Jackson Scot-

tsdale Auction has established itself as one of the key events in the collector car world's calendar. Playing host to over 170,000 event attendees for the January 2003 auction, Barrett-Jackson attained its highest sales total in over a decade, as over 800 vehicles and auto memorabilia crossed the auction block in four days of auction excitement. The extensive collection and incredible variety of pre-selected vehicles, captured the attention of nearly 3,000 registered bidders. With bidders dueling over the endless selection of vehicles the 2003 sales volume topped out at over \$27 million, and captured a record sales ratio of 90%. Barrett-Jackson is also the leading tourist event for the City of Scottsdale. For over thirty years, Barrett-Jackson has attracted record numbers of enthusiasts from virtually every corner of the globe and has attained the City's "Signature Event" status as its largest revenue-generating venue.

HIGHLAND GAMES, February 28th & 29th. The Caledonian Society of Arizona is inviting you to display your car at the Highland Games in February. As in the past seven years the Games will be held at Mesa Community College the last weekend in February, the 28th & 29th in 2004. All British cars are invited and the first 25 cars to register will receive a FREE ticket to the event. This is not a judged event but all registered cars will receive a souvenir dash plaque. They would like to have as many cars as possible for both the Saturday and Sunday; there will be security to leave your car overnight. However, if you can only come on one or the other day they will be just as pleased to see you. Please be aware that Mesa Community College Safety regulations require that all vehicles be in place when the gates open to the public at 8:00am and must remain in place until the close at 4:00pm. Not only is this a really fun event but also it is an excellent way to make your Club's presence known to newcomers to the Valley. Please register ASAP so that the Games Committee can allocate sufficient space! They will also issue you a parking pass to allow you easy access to the assigned area. If you have any questions please contact Philip Blahak, Car Display Chairman, at 480-985-2531 or 480-924-2292.



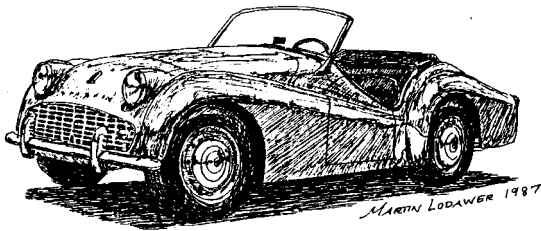
***LAKE TAHOE - SCENIC LOCATION
FOR TRIUMPHEST 2004***

CHINESE OR NOT?

POSSIBLE CHANGE OF LOCATION FOR MONTHLY MEETINGS

Rich Aubert has polled the membership to see what our thoughts are on our present location for the Club's usual Tuesday night meetings, the Imperial Garden Restaurant. There had been comments that people don't like the food, the parking is not conducive to showing our cars, and the location, at 16th Street and Camelback is not the greatest as far as being centrally located. The plan is to talk about this further and have a vote at the Brunch meeting.

Some of the e-mail responses included: "Try the Olive Garden Restaurant in Scottsdale, 4868 E. Cactus Rd. They have a private room that will hold about 25-30, serve good, cheap meals, and lots of lighted parking. There is also an Olive Garden on Scottsdale Rd, not far from Drinkwater." "It would be nice to have the meeting place near a freeway offramp!" "Food is poor, acoustics are terrible, but location is excellent; it's hard to get more central than 16th & Camelback unless we want to spring for the Ritz at 24th & Camelback. It's a quarter mile from Squaw Peak, thus interstate Hwy from Seattle to Miami." "Squaw Peak Freeway has a northbound off ramp at Highland and 16th, and a southbound off ramp at Coulter. Either one is a quarter mile from the intersection of 16th and Camelback. That's tough to beat." "The Olive Garden sounds great." "The Imperial provided us a meeting place when we needed one. Granted their food is not the best. I think they did their best for us. It seems it is time to move on. The suggestion of the Olive garden has merit. A centralized place might be difficult to locate that will host us with no cost for the room. Another place is the Spaghetti Factory down town. I too am concerned about taking our "precious" cars where they can be damaged."



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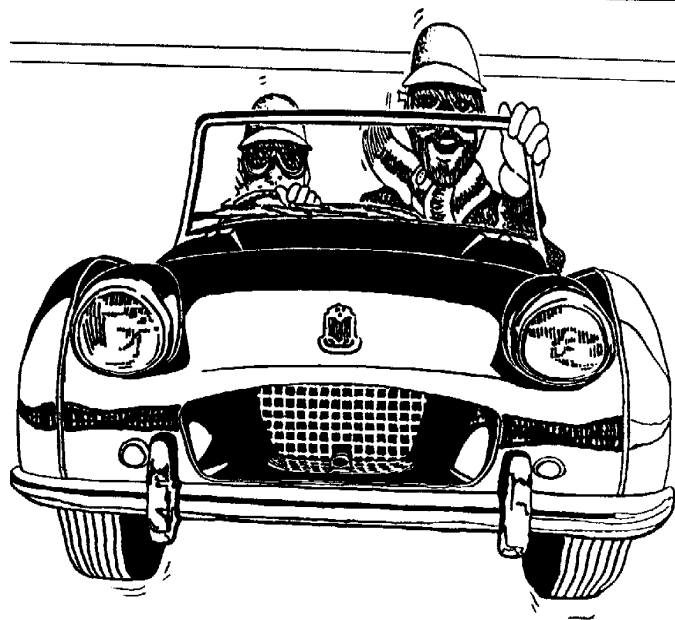
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CLASSIC-FIED ADS

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 effect, \$5995. Call Paul Patrick at 480-830-8770 (11/03)

FOR SALE OR TRADE = 1977 TR7 project car. Has Buick V6 231 C.I. installed. Needs final adjustments to carb and ignition. New brake calipers, new late model vacuum servo. Needs bleeding. Over \$4000.00 invested. Best cash offer or trade. Questions and answers (602) 867-8497. Triple7inca@earthlink.net Leave message if necessary. Dick Luna (11/03)

FOR SALE =Set of 4 wheels and tires for TR6. Includes trim rings and center hubs, which are in very good condition. Tires are 7 yrs old, Good Year P195/60R15 (not correct size for TR6, but good for other uses), have very few miles on them, and lots of rubber. Rims have surface rust, but are serviceable. Includes a fifth wheel and tire for a spare, which is more worn, and has no trim ring or center hub. \$100 takes all. John 480/563-5519. (11/03)

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. (11/03)

FOR SALE = Transmission, from 1974 TR6, non-over-drive. Good condition. Also clutch assembly. \$300 John 480/563-5519. (11/03)

FOR SALE = 71 GT6 for sale. From the picture it looked kinda rough, either a resto project or parts car. Ray, 602-448-8003 (11/03)

FOR SALE = 1976 Spit. It has 5 gears and only 24,000 original miles, new cloth top and tires. Very clean, good condition. I am asking \$5,000.00. Please let me know if I can do this. My home phone is 480-767-7184.- Nancy Bechtold (11/03)

WANTED = TR6 factory hardtop. John 480/563-5519 (11/03)

WANTED = A few tools to finish a tool kit. Need: One plug spanner (tube spanner, 6" long and a helicopter feeler gauge). Clay at pueblodesign@mchsi.com (11/03)

Been thinking about refinancing your home to take advantage of today's low interest rates? Call Tom Pennell at 480-203-8444 to get a quote you'll be interested in! (11/03)

A HAND OF HOPE

"A Hand of Hope" is a unique organization, whose purpose is "to help make dreams come true in the moment and inspire hope in the future for children facing life-threatening illnesses". A focus of their work is the "Special Wish Program", which provides unique monthly events for the children to look forward to. Another aspect of their work, however, is Andrea's Closet and Aaron's ToyBox which "providetoystochildrenundergoingscary and painful medical treatments and procedures". This helps meet an immediate need for a child who is in a frightening and difficult moment.

During our December meeting, DCTRA voted to donate \$300 to "A Hand of Hope" for the purchase of specific toys wanted by the special children and which are not often donated. Rich Aubert also volunteered to collect individual donations at the DCTRA Christmas party, and at the Christmas Light Run. The club raised \$675 for "A Hand of Hope." Rich talked about this charity at the Christmas Light Run and the MG club matched our check. Hats off to owners of Little British Cars who have Great Big Hearts.

SISTER CLUB'S EVENTS

Welcome to the Isle of Wight Triumph Club Events for our friends in England

January 13th - Tue Vectis Historic Vehicle Club meeting Club meeting - At the Riverside Centre, Newport from 8pm

18th - Vectis Historic Vehicle Club Afternoon Tea Run - Meeting at Coppins Bridge Car Park 2pm for 2.30pm start, all Triumph owners are welcome to take part.

19th - IW Triumph Club meeting - All Triumph owners / enthusiasts welcome, the free club catering for all clubs! - meeting at the Woodman Arms, Wootton from 8pm onwards.

Meeting Location Our monthly meetings are held at the Woodman Arms and is situated on Station Road, Wootton Bridge, PO33 4RQ Tel: (01983) 882785. The Woodman Arms is owned by Dave and Laurie Thorpe and offers a very friendly atmosphere, easy parking, and traditional food at reasonable prices.



Coronation decorations adorning the Great King Street factory of Joseph Lucas Limited in Hockley, Birmingham, UK. 1937

CLUB MEMBERS AND THEIR CARS

John Nuss and Trevor

Blame it on Grandfather Iden, my mom's dad. It's all his fault. The interest in eccentric cars must be hereditary. Years ago he had a Star, a Franklin, a Hudson or three, and several Edsels. In the late fifties he took the family to a BMC/ MG dealer near Brookeville, Pennsylvania. That was my introduction to Morris Minors, MGAs, and Austin Healeys. The Brit car bug bit me and it festered for many years. Owning a 1960 Austin Healey and a 1970 MGB helped but they needed more skill and money than I had. I bought a 1967 MGB tub planned to transfer the 1970's mechanicals because the 1970, being an Ohio car, was rusted beyond saving. Finally in 1992 I decided that the MGs had to go and replaced them with Trevor, a 1964 Spitfire. I thought I could get a more complete car and be on the road in a short time.

It took a year to get the car on the road, replacing the brake and clutch hydraulics seals and various parts. I enjoyed driving the car for four years replacing wheel bearings, the rear spring, rear shocks, and adding seat covers.

We were preparing to take the Spitfire to the 1997 Laughlin Triumphest when I noticed the car's differential had a seeping leak. In order to repair it I bought a new pinion seal but unknown to me it was the wrong size. The morning of the adventure instead of a small spot of oil under the car there was a puddle several inches around and about a quarter inch deep. So we went to Triumphest in the Mustang. (While there we bought Tillie, the 1966 Spitfire.) On the way home talking with Ken Schmidt I decided that Trevor needed to be restored. After all "only ten bolts and the body comes off." That was the fall of 1997 and marked the beginning of the restoration of Trevor. With the help of Bill the gypsy body repairman, Ken Schmidt, our son Chris, Marie Thompson, and Kathy the car was ready for the B.E.A.T. of 1999. Well that's not quite true. It was white, bondo, primer and rust, a borrowed windscreen, and the only interior parts were the seats. By the following spring it was nearly complete: red wheels, red stripe, carpets and seats. Trevor took second at the Wheels of Britain Show.

The car was purchased to be a Friday night cruise car and has turned into a long distance runner: Four Triumphests, five British Vintages, five trips to Flagstaff plus numerous trips around the valley. Great times, great people, and a great car.



TECH TALK

This month's advice comes from our Sister Club the Isle of Wight Triumph Club. It concerns Electronic Ignition and the cheaper alternative.

Hands up all those who own a 4 cylinder car with a 1500 (Lucas 45D4) distributor on it. Ah quite a few. Now put your hands up if you would like electronic ignition but haven't got \$70 odd quid burning a hole in your pocket. If you have more time than money - read on.

The Lucas 45D4 distributor identified by the square sided distributor cap (as fitted to Spitfires, Dolomite 1500 and 1300's) can be converted to contactless - magnetic reluctor, electronic ignition simply and ludicrously cheaply.

Note, if you have a 25D4 distributor you can change it for a 45D4 and carry out the modifications and retain the original timing setting.

Go to your local breakers yard and find one of the now plentiful Montego/Maestro 1.3 or pre D reg 1.6's. Remove the remarkably similar distributor, small black ignition module / black box (located on the bulkhead next to the coil) to be on the safe side take the coil and black aluminium mounting plate. Don't pay too much - 5 pounds total I paid. Remember there are loads of others. (See Figures R Series Engine, Coil Position and the Distributor.)



The relative positions of the components required for the electronic ignition conversion. Bearing in mind you will only see the coil, as the distributor is down behind the engine.



As you will see the components when looking for the distributor

So what do you do when you get home? Get a vice, small hammer, junior hacksaw, a bradawl or similar thin, long thing and a small phillips screwdriver.

What you are aiming to do is swap over the upper spindle (the bit you attach the rotor arm to) and the base plate.

Dealing with the scrap dizzy first, pull off the rotor arm and felt pad.

Remove the vacuum advance. Remove the circlip, washer and rubber 'O' ring / doo dah. Pull off the rotor

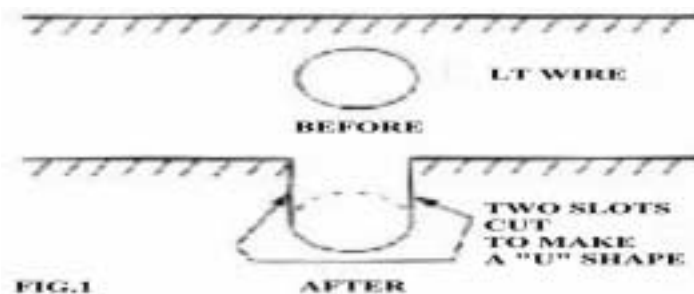
and plastic clip and keep safe. Undo the two screws and take out the base plate. (Yes it is a strong magnet isn't it?) "Gently" clamp the spindle in the vice after unclipping the centrifugal advance springs (doesn't matter if you bend them).



What you are looking for in a 1300 Maestro or a 1600 with an R Series engine. You will need all of these components.

Using the bradawl or similar object tap out the lower spindle from inside the upper spindle. Now bin the remains of the Maestro dizzy. Repeat this operation with the Triumph distributor. Being careful not to damage the springs / bob weights.

When you have emptied the internals, you will require the hacksaw. The hole that the low tension wire used, needs to be made into a 'u'-shape - like the Maestro's. This will make the blue plastic wire guard fit neatly in position (See Figure 1.)

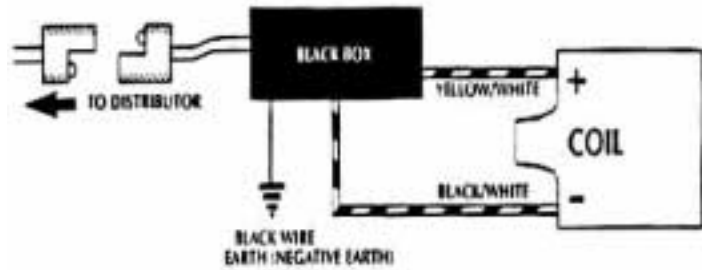


That may sound complicated and a bit Heath Robinson but when you try, you will catch my drift.

Now re-assemble the Maestro internals into the Triumph distributor - don't set the upper spindle 180 degrees out and don't forget to replace the little plastic collar that holds the two spindle halves together. Make sure the advance mechanism is well lubricated and works freely. Set the rotor gap to 10 thou' by slackening the two screws and moving the pickup around. If you get stuck, the Haynes manual for the Maestro / Montego will give guidance.

That's the distributor sorted, now for the wiring. (See Figure 2.)

The diagram is self explanatory. I mentioned at the start to take the black plate and coil. The plate is a neat way of mounting the ignition module and coil together. I prefer to use the 12v 'electronic' type coil. This is less likely to



overheat due to the higher currents. Cars with a ballast resistor should by-pass it to make use of this coil.

What's left? Reconnect the vacuum Advance (re-use the Triumph rotor arm and cap). Open up the plug gaps into the 30's and start it. Timing is trial and error - suffice it to say, just keep it out of 'pinking'.

Benefits - the lack of timing scatter and points bounce is immediately noticeable ie, 'restored' power.

Reduced maintenance and lower emissions - 2.2% on a 100,000 mile 1500 had the MOT tester going!

That surely should give the 'green lobby' less ammo. Part throttle economy goes up too - 4 mpg on a 1500 Dolomite.

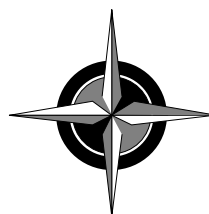
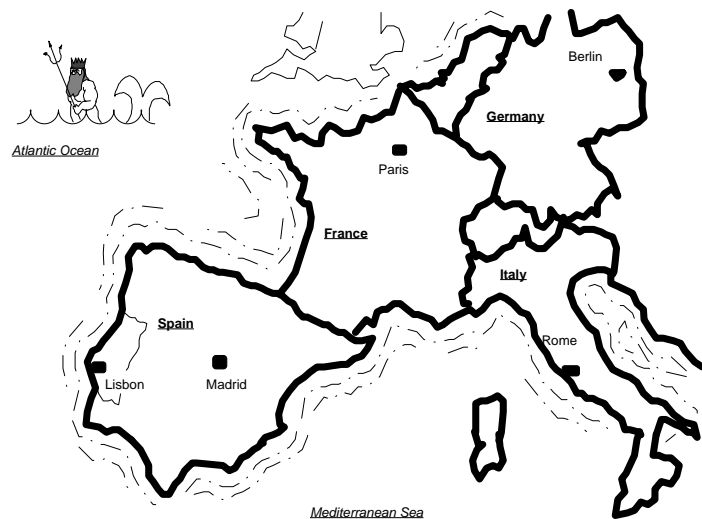
Just about any Leyland 4 cylinder car can benefit too. Mini's, Metro's, Maxi's, Marina's even MGB's.

So long as they have a '45' Lucas series distributor or can be fitted with one.

So, get down to that scrap yard and upgrade your classic for just over the price of a set of points and a condenser!

Thomas Wykes

Europe



TR3 TR4 TR4A TR250

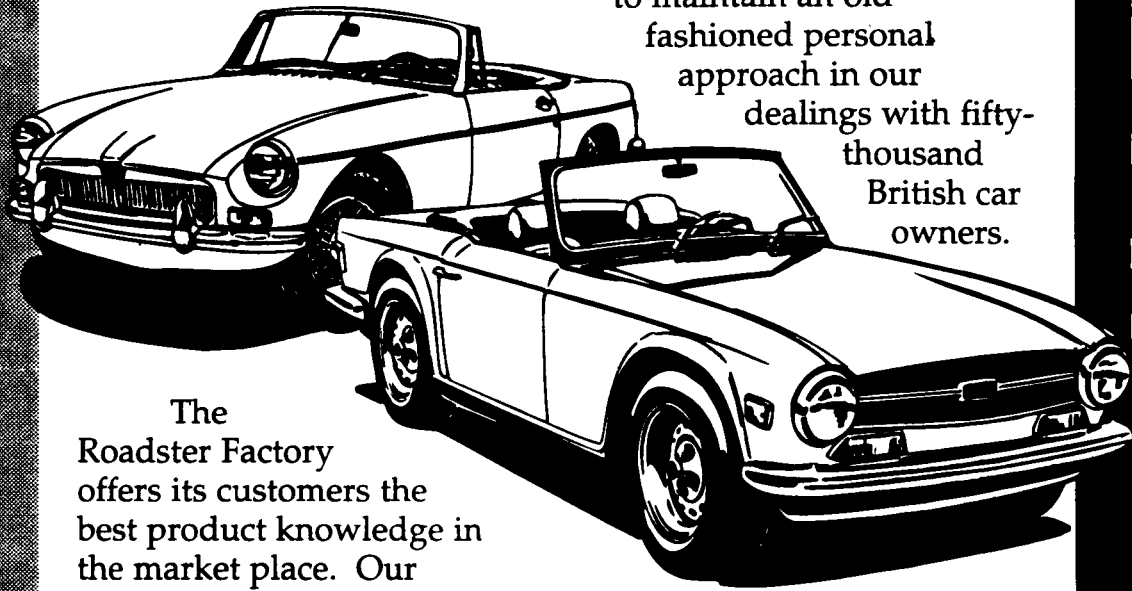
TR6 TR7 TR8

SPITFIRE I-IV 1500 GT6

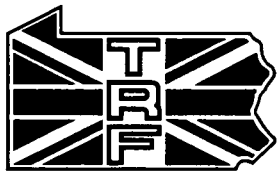
The Roadster Factory

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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