



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*

JULY 2004

VOL. 25 Issue 7

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COMING EVENTS

CLUB MEETING:
JULY 13 - 7:00 PM
F1 RACE FACTORY
317 S. 48TH STREET
COME EARLY -
HAVE DINNER -
STAY FOR RACING -
SUPPORT OUR
BENEFACTORS!

Breakfast Run
July 25, 2004

Desert Stages
July 31, 2004



Railroad Park Picnic

What a beautiful day for a picnic! And many DCTRA members, friends and family must have been in agreement. Reportedly, there were seventeen to nineteen people at the McCormick-Stillman Railroad Park on Sunday evening, June 6th. It seemed like more, and better yet, everyone seemed to be having

a great time. By the time VP Rich Aubert *finally* arrived with the brats and dogs, everyone was relaxing with chips, veggies, dips, fruit, cold beverages and pleasant conversation. It was TR6 day, with the Auberts' baby blue, Nicouds' dark blue, and Rineholts' laurel green gracing the parking lot. Less hardy souls arrived in air conditioned comfort. (That's OK; the TR6s gave way to the the AC by Tuesday evening's meeting, when some other hardy souls drove TRs.) Following the delicious potluck meal, everyone enjoyed the retro 70's and 80's musical stylings of "Furious George." It was a wonderful evening in the park with great folks.



Tea & Biscuit Social

By John Horton

The invite went out to British car owners to attend a morning coffee, tea & biscuit gathering at the Coffee Plantation at the Biltmore. Beth & I got there about 08:00 and found a nice gathering of people and cars. There were a few we have not seen before. A 1930 ish MG that was supercharged and in total restored shape drew onlookers, including Bev

& Pete Peterson. Also there was a LaGonda, a Rolls, Triumphs, MG's, Lotus, a bunch of new and old Minis, and a Caterham. We met the Coles and had coffee & goodies with them, while Stu Lasswell and son held court at the next table. Bob Mazur was also there. The weather was pleasant, and everyone seemed to be enjoying the event, one of the better laid back ones. We got home just in time to miss the gathering heat. I understand this event will be repeated next year.





CLUB OFFICERS

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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 June newsletter:

Staton Abbey, Rich Aubert, Jim Bartels, Jim Bauder, 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, The Roadster Factory, Ken Schmidt, John Truttman, TeriAnn Wakeman, Arthur Wallis, and everyone else we missed.

THE PREZ SEZ

I just finished another class, Biological Bases of Abnormal Behavior, in my quest to become a licensed counselor. We studied the connection between behavior and the action of neurons, neurotransmitters, various ingested chemicals along with biological factors such as heredity. You know, British car syndrome was never once mentioned. Yet I know it is real and it can be inherited because my son has contracted it too. Which brings me to ask, when does an enthusiast become an enthusiast?



As a youngster I remember waiting at grade crossings to watch a train go by. If I heard the whistle (not the horn- I'm that old) I tried to get Mom or Dad to wait until the train went by. (My son in Texas and his son and daughters inherited this gene.) My father, unfortunately for me, saw the train as time wasted and certainly the hobby of model and toy trains was childish. Too bad for him! We lived near the Cleveland airport and there were some humid nights when Lockheed Constellations would fly over. We kids would run out to watch the flames from the exhaust while Mom went to the cupboard to make sure the vibration from the straining four engines didn't crack the dishes. She did not have the airplane gene, apparently. When our neighbor showed off his red, 1960 TR3 I thought that was about the best thing that happened in the neighborhood. Others just said, "Yeah, it's a nice car." Again my dad enjoyed driving, but it was not a passion. He is not totally innocent- he did buy a DKW- so maybe in this part of his life the gene was a bit repressed.

The point of all this is, I wonder what it is that makes one person see passion, freedom, fun, and another doesn't. I remember watching the first of the Hondas going by. I saw wind in the hair, freedom, speed, excitement. My friend saw danger, lawsuit, an accident waiting to happen.

I guess the important thing here is not to wonder about it, but just enjoy it! The frustration of parts that are hard to find, the wonderful sound of the engine running perfectly, the aroma of hot oil, burned rubber, and brake dust. Don't think about it!

Enjoy it!

John C. Nuss

MINUTES OF THE JUNE MEETING

There were 21 present for our June meeting. The minutes were approved as printed. The treasurer was not present. Do we still have money? A big thanks from the newsletter editor for all who contributed articles. Keep up the good work! There was no AAHC report.

The picnic at McCormick-Stillman Railroad Park was attended by approximately 20 people. The food & music were great! Thanks to Tom Nicoud for helping with the cooking. Those who went on the trip to Prescott had a good time, including the restaurant over the creek. Tea & Biscuits at the Biltmore was also nice. Upcoming events include the Breakfast Run on June 27th, leaving at 7:30 a.m. We will also be attending *The Best Little Whorehouse In Texas* at the Desert Stages Theatre in Scottsdale on July 11th. Tickets are \$13 each for 15 or more. Contact Rich for more information. Don't forget about TRIUMPHEST in September.

We have some new cars in the club. A 1971 TR6 is now owned by Pam & Clay. Rich & Diane now have 2 additional TR7's.

Tech Session: Discussion included an idea for converting a TR7 to an off-road vehicle; a 2003 19' long by 43" wide covered trailer up for sale; more DOT5 discussion. Rich will be adding another button link to our website to show what businesses are friendly to TR's for repairs.

The suggestion was made for people traveling to bring back pictures of car-related events they may attend.

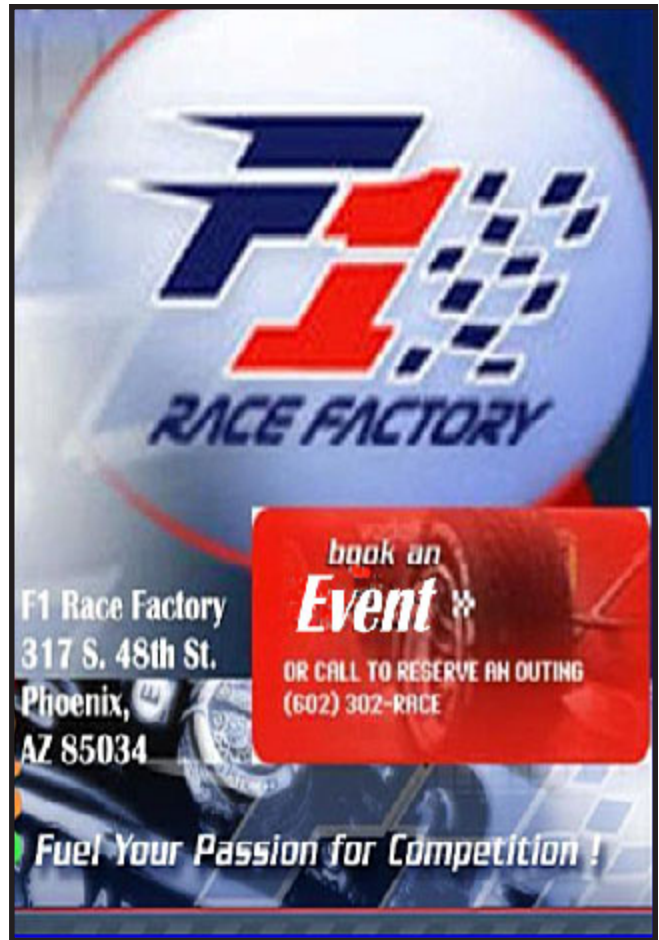
The meeting adjourned at 7:30.

Deta

British Car Week Prescott Trip

By John & Beth Horton

The Mini club e-mailed an invitation to accompany them on a "British Car Week" trip to Prescott. Although they planned to leave Phoenix at 10 am, some felt the temperature would be too high for the open cars and elected to leave earlier to take advantage of the cooler early morning. We met the Gurnees and Auberts just off I-17 and left for Prescott. Both TR6 cars displayed fine performance and made the trip with no problems. We made a detour to Humboldt to check out the shops. Upon arriving in Prescott we found gas prices at .20 cheaper than Phoenix, and the air considerably cooler. The first stop was a thrift shop for shirts with long sleeves.



A street just off the square was set aside for the little British cars. The Mini group met us there about an hour later and we renewed friendships and of course talked cars. There were about a dozen Minis, a slightly wounded MG, and a few others. The Triumph contingent had decided to stay overnight, so we checked in at the Marriott, then met the Mini group at the Souper Salad restaurant. After lunch we visited some antique shops and bought some goodies. Later dinner was at the Roadhouse 69, a railway bridge converted to a restaurant with excellent food & drink.

The next morning we made our way back to Phoenix, again with no problems. It is nice driving a Triumph and not having to stop for nasties. A fine trip with good friends.



Photo by Tom Nicoud

TECH TALK

In this month's issue we will complete our discussion by TeriAnn Wakeman which covers the jets to be found in Weber DCOE carburetors.

This includes idle jets, main jets, and air correction jets. Most jet sizes are in numbers that give their actual diameter in hundredths of a millimetre. Idle jets can also have F numbers that indicate their ability to emulsify fuel. The number behind the F has nothing to do with the hole flow rate. Emulsion tube designation is by the numerical order in which they were designed and has nothing to do with their flow characteristics. There is NO flow relationship between different number designations of emulsions tubes.

Idle jets affect the idle and progression circuits of the DCOE. They are selected primarily for proper running of the progression circuit which extends from just above idle to where the main jet assembly takes over (from around 1200 RPM to around 3000 RPM). Proper selection is critical for smooth, economical low RPM cruising.

At idle, the fuel is mixed into the airflow behind the throttle plate (butterfly valve) and the flow is regulated by the idle flow screw. There are a series of progression holes, not affected by the idle screw, that get exposed behind the throttle plates as the throttle continues to open. As the throttle plate top edge moves past each hole, the vacuum behind the plate draws fuel from the idle jet out through that progression hole. This adds progressively more and more fuel to keep the engine running smoothly off idle until the airflow is high enough to draw fuel from the main jet. Since the progression holes are not adjustable, the idle jet is chosen primarily for the progression circuit.

The main jet, the emulsion tube and the air jet assembly form the main jet assembly that provides



Main Jet Assembly

fuel to the engine once the throttle plates (butterfly valves) are open beyond the progression holes. The emulsion tube is a long brass tube with openings along the side. The main jet is a friction fit into the bottom of the emulsion tube. The air correction jet is a friction fit into the top of the emulsion tube.

There is a fuel passage that goes from the float chamber, through the main jet and into the emulsion

tube. When the engine is not running the fuel level inside the emulsion tube is the height of the level in the float chamber.

There is an air passage from the small hole on the face of the DCOE into the float chamber, through the air correction jet and into the emulsion tube.



Main Jets

The main jet controls the fuel mixture in the emulsion tube in the mid RPM range when the cruise circuit is activated. As the RPM range increases the air correction jet becomes more of a factor and becomes the dominant partner in controlling the mixture at high RPM's.

The main jets are numbered by the diameter of the jet opening and come in size steps of 5 hundredths of a mm. Too lean a jet can damage the engine through overheating. Too rich a jet washes the oil off the sides of the cylinder walls and causes rapid cylinder wall wear.

One reference book recommends a main jet size of 140 to 145 for modified Triumph sized engines. Other recommendations I have seen range from 130 for a pure stock engine running 32 or 33 chokes and having a red line 5000 RPM to 145 for a highly modified engine with a red line of around 6000 RPM. 140 looks like a good approximation for a high revving modified street engine and 135 for a modified street engine limited to 5000 RPM. At high elevations our engines are getting less air, so they need less fuel to maintain the proper air/fuel ratio. Generally you would go down 1 main jet size for every 1750 to 2000 feet of elevation you go up. If you normally run a 140 main jet at sea level you would drop down to a 130 at 4000 feet. Something else that goes down as you go up in elevation is horsepower. You can figure on losing about 3% of your power for every 1000 feet you go up. At 4000 feet your power will be down about 12%— even though you re-jetted.

(Tech, continued on page 6.)

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CLUB MEMBERS AND THEIR CARS



Endurance Kart Race Report

By Dave Riddle

Ed. Note: Although this column is intended for club members to tell us about their Triumphs, we understand that kart racing is a type of training ground for those members who race their Triumphs, and we thought this report might also provide insight for those of us who are not into racing. We hope everyone enjoys the thrill of the race!

Last night (6/12/04) I participated with three other guys (Dean Busk, Steve Close and Ron Lax) on a team for a 4-hour endurance kart race at F1 Race Factory (<http://www.f1racefactory.com>).

Qualifying for this event was an interesting format. Each team supplied two of their drivers to try and set a fast time. Each team's driver was given two seven lap sessions to try and establish a time with the fastest of the four times used to set the grid. Ron and I represented our team for qualifying. Ron was running high 24's and I was running mid 25's. In our second session Ron got a 24.6 and I was stuck with a kart that was making some "popping" noises (certainly sounded different than the other karts out there) when getting on the gas and was left with a 25.5 (a full second off my fast time on that track).

I thought a 9th spot placing on the grid (out of 18 teams that qualified) would be good to keep us out of any first corner carnage should it occur (either with a straight start or an inverted grid if that should happen.) However, since this is a four-hour race, grid position really wouldn't mean much after the first ten minutes anyway as pit strategy would make all the difference.

With a stated requirement that the teams make two fuel stops during the race and with the fuel windows coming open between minutes 75-120 and then again at 180-225 we decided to run our second fastest driver (Dean Busk) at the start and have him run to minute 60. With his extensive race experience we hoped he could pick up some additional spots during this opening stint. We also determined to run our heaviest driver (Steve Close)

during the second stint since that would be on the lightest fuel load and the tires would not yet be "horrible." I would take over after that first fuel stop and take the kart to minute 180 when the fuel window reopened and then send our fastest and most experienced kart driver (Ron Lax) out for the last stint to minute 240 when the kart would be both heavy with fuel and with the tires in their worst condition. This would be the same for all the karts so we hoped his experience would come into play.

The race was set to start at 9 pm and run to 1am. Seventeen teams showed up to take the green. As planned, Dean got a good start on cold tires and moved up from 9th to 6th by lap two but, shortly after, he got punted a couple of times and we found ourselves dropped back to 13th! Coming out of corners the kart looked like it was bogging really badly. We were worried how the kart would be as the race progressed, as we could not tell if the kart was loose or if Dean was overdriving while trying to make up lost time.

The first driver change was smooth and Steve took over the driving duties. It was obvious that something was very wrong with the kart as Steve kept modifying his line. Eventually it looked like he settled down to a "go slower to be faster" and it seemed to work as he lowered our fastest lap time down from that set during Dean's stint.

I took over at the first fuel stop and when I got out on track I discovered how truly diabolical our kart was. It would turn right "ok" but had a horrible push on lefthanders with no "umph" coming out of any of the corners. Getting on the gas it felt like the clutch immediately would spool up and bog the motor down. As I came out on track the leaders were coming round to lap us again, and from the driver's seat, it felt like we had the kart in reverse compared to their speed. I was shocked when I saw that there were other karts I was actually gaining on and managed to catch and pass four other teams as well as to lower our fastest lap time slightly. But the kart handling remained so horrible that I kept changing my driving style trying to find a compromise. Alas it was not to be. I normally like using the peddle extensions but I even tried moving them out of the way to see if changing my seating position would help adjust the weight balance to get the kart to bite a bit more on turn in. I was not able to realize any advantage from this new seating position and it put a lot of strain on my lower back, which was really aggravated by some of the faster and tighter sections of the track.

(Tech, continued from page 4.)

The air correction jets only affect the top end performance of the engine. The larger the number on the jet the larger the air hole and the leaner the main jet runs at higher RPM.



Air Correction Jet

For testing purposes, find the largest diameter air correction jet that causes a high RPM misfire then fit a 10 to 20 smaller diameter (richer) air correction jet.

As the name implies the emulsion tube is where air is mixed with fuel to form an air/fuel emulsion (fuel with lots of little air bubbles in suspension). The vacuum formed in the auxiliary choke draws this emulsion out of the emulsion tube and into the air streaming through the auxiliary choke where it is atomised into the air stream and delivered into the combustion chamber.

If the air correction jet is too lean (too large a hole) the engine will miss near peak RPM. If the air correction jet is too rich (too small a hole), the engine will not produce optimum power. For

Emulsion tubes differ by their internal diameters and the number, size and positions of the side holes. They are complex tubes where "just the right level of emulsification happens here". Their part number reflects the order in which they were developed and not any physical attribute.



Emulsion Tube

The tube sizes are (in order of rich to lean): F7 (rich), F8, F2, F11, F16, F15, F9 (lean). F15 emulsion tubes seem to be the size universally recommended for Triumph engines and they seem to work OK.

You can perform a minor rebuild on a DCOE without removing it from the intake manifold or disrupting the linkage. All you normally need is a flat blade screwdriver, pair of pliers, 10 and 12MM wrenches, a pin to poke through progression holes and a compressed air supply to blow out passages.

Major rebuilds can require special Weber tools. If you are going to remove the throttle shaft the official Weber tool would come in most handy. A major rebuild that requires special tools is not for the weak of heart and may best be done by a Weber rebuild professional. (Besides most special Weber tools are expensive.)

The last three issues have been quite a lot of information. If you are trying to understand how DCOEs work from scratch, I suggest rereading it at least one more time. It should make better sense the second time around.

VTR 2004

The [Richmond Triumph Register](#) (RTR) is honored to host the 2004 Vintage Triumph Register National Convention, Wednesday, July 14 through Saturday, July 17, 2004. Join us in the heart of historic Virginia for what promises to be four fun-filled days. In addition to traditional convention events, we are planning driving tours to visit nearby Civil War battlefields and colonial plantations. Saturday's car show is set for the [Virginia Aviation Museum](#). There will be up to four vintage British planes flying in and we've confirmed that one of these planes will be a Royal Air Force Spitfire, the greatest British fighter of World War II.

Registration for the 2004 VTR National Convention is now [available online](#) using Paypal, or you may [download our Registration Form](#)* to print and mail.

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(Kart Race, continued from page 5.)

My changed seating position finally was causing me so much pain that I dove into the Pits to have a pad shoved behind my back to see if this would resolve the pressure. It didn't and the damage was done. A few laps later I dove into the pits again to yell to our next driver to suit up while I took it back out for two laps to give him time to prep. I was only able to complete 40 minutes of my planned 60-minute stint before I was forced in for Ron to take over which of course meant that he was going to be forced into running an extra twenty minutes over his planned one-hour stint.

I crawled out of the kart and struggled out of the way before collapsing next to the pitwall with my back spasming. Next thing I know Ron is back in the pits too!

He had exited the pits for his stint but only made two corners before the kart died on the circuit! The track worker in that corner opened a hole in the wall to pull the kart through and Ron jumped up and ran back to the pits to grab a spare kart.

Ron did yeoman work by getting our team's fastest time down by a full two seconds to 53.481! The new kart certainly seemed to be hooked up and slotted

through the corners significantly better than our first ride did.

It was obvious toward the end of his stint that Ron was hurting as he kept pumping/shaking his left arm to get some feeling into it. With about twenty minutes to go Steve suited back up and we started holding up the PIT IN sign for Ron but he kept waving it off and stayed out to run to the end.

The winning team finished the race one lap ahead of second place having completed 265 laps and each of the next ten teams finished a lap down from the team in front of them with two teams coming in 10 laps down. We were next on the results sheet in 13th place 15 laps down having finished 250 laps and one lap in front of 14th place and four laps in front of the 15th and 16th placed teams. The NASA team failed to finish as they appear to have misjudged the fuel window and ran out of gas resulting in their being 127 laps down.

I'm looking forward to the next such event that they have and will be hoping for a better result.



ISLE OF WIGHT TRIUMPH CLUB

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• Spitfire • Bond • Herald • Vitesse • GT6 • Acclaim • Specials •

July

Hi everyone,

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

10th - 11th July **13th Triumph Sports Six Club International Weekend** - Stafford

11th - 13th July **Festival of Speed** - Goodwood visit www.goodwood.co.uk for more info.

13th July Tue **VHVC Club meeting** - At the Riverside Centre, Newport from 8pm

18th July Sun **VHVC Afternoon Run & BBQ** - Meeting at Coppins Bridge Car Park 2pm for 2.30pm start.

19th July 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.
24th - 25th July County Show - please let me know if you want a vehicle pass asap! 01983 281427

A little further ahead we have in August:

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 our 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!*

And in September:

19th Sun **The I.W. Triumph 2000 Group run to Calbourne Water Mill** - Assembling on Brading Down (near Ice-cream van) at 12.15pm, for a 12.30pm (sharp!) start, then a drive around South and West Wight with a stop for ice-creams! Arriving at Calbourne Mill at approx. 2.30pm for a static display. All Classic Cars, drivers and passengers will be admitted free of charge to the Mill and Grounds. Café open for refreshments. Join us on Brading Down or at Calbourne if preferred. *All Classics are very welcome to join us. Do hope to see you there!*

Hope to see you all soon!

Isle of Wight Triumph Club

Rylstone Gardens Shanklin, Isle of Wight



Nestled in the heart of Shanklin's beautiful Rylstone Gardens stands the Rylstone Manor Hotel. Rylstone Manor was originally built as a gentleman's residence in 1863 and remained a private residence until 1923. The Manor is of Victorian proportion and incorporates a blend of Gothic, Tudor and Georgian influences which reflects its unique charms both externally and within. Rylstone gardens are situated on the cliff top overlooking the Shanklin, Sandown bay and are just a short walk from the beach front, Shanklin Chine and the Old Village with its thatched shops and cottages.

June Breakfast Run



Sunday morning dawned bright and hot, and most DCTRA members decided that discretion is the better part of valor. In other words, except for the intrepid Horton duo, who arrived in their yellow TR7, the rest of us drove cars with AC or stayed home! In addition to Beth & John Horton, Debra Cooke and Ken Schmidt, Diane and Rich Aubert, Ron Gurnee, and Pam Rineholt and her mother joined the MG, Jaguar, Lotus, Healey, and Land Rover drivers for a beautiful drive through the neighborhoods from Tatum Blvd. east to Pima Road. Betsy and the British Motor Enthusiasts directed us to the Blue Coyote Grill in Casino Arizona at Talking Stick for a good breakfast with great company.



Announcing TRIUMPFEST 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

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Horizon Hotel Reservations
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www.HorizonCasino.com
Ask For Triumphfest Group Rate

Get complete details and updates at: www.triumphtravelers.org

Calendar of Events

July 13th — Club Meeting at F1 Race

Factory 6:00 p.m. food; 7:00 p.m. meeting

July 14th - 17th — 2004 Vintage Triumph

Register National Convention, Richmond

Sheraton West Hotel, Virginia. 888-625-5144

July 25th — July Breakfast Run

Meet at 7:00 a.m., leave at 7:30 a.m. from 32nd Street & Shea

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

August 28th — 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 or 805-895-7980

September 30th - October 3rd — Triumphfest

2004, Horizon Casino Resort Hotel, South Lake Tahoe, Nevada. 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

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
- (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 = Green 1980 TR7, in good mechanical condition, needs a paint job, and I drove it as a daily driver until I got my TR6. Clutch, pressure plate and throwout bearing replaced [work was performed at British Sportscar Service (BSS)]. In past two years replaced or rebuilt brakes & rear wheel cylinders, rebuilt front struts, replaced the clutch master and slave cylinders. BSS rebuilt the 5-speed transmission. Passed emissions after being tuned up by BSS in December of '03. Tires were replaced in December of '02 along with battery and convertible top. Also including a 1980 TR7 chase without papers, ready for stripping. Asking \$2,500 for everything. For more information, or to make an offer, e-mail richaubert@cox.net. (07/04)

FOR SALE = 1979 TR7 Nice clean car, 2 tops, ground effects, rebuilt engine, HCOMP, ISKEY cam, light flywheel, new AC, AM-FM CD, new tires, must sell for health reasons. We're giving it away: \$5,595 OBO. Paul 480-830-8770 (07/04)

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! (08/04)

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)

WANTED = '66TR4A, but willing to consider any TR4, 4A, 250 or early TR6. Prefer driver, but will consider non-runners or projects in process. Jim Bauder 480-451-4877 (07/04)

(Calendar of Events, continued from page 9.)

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 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
-

Ashes to ashes,

Dust to dust,

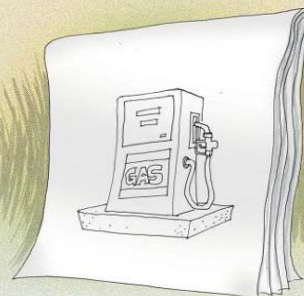
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HIGHWAY HUMOR

POLICE ARTIST SKETCH OF ROBBERY SUSPECT



Victorville
Illustration by Tom Pennell

Cartoon provided by Tom Pennell

TR3 TR4 TR4A TR250 TR6 TR7 TR8

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