



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*

JUNE 2005 VOL. 26 Issue 6

B.E.A.T.	1
PREZ SEZ	2
MINUTES	3
TECH TALK	4
ISLE OF WIGHT TRIUMPH CLUB	6
YARMOUTH OLD GAFFERS	6
EMISSIONS EXEMPTION	7
CALENDAR	8
CLASSIC-FIED ADS	9
HUMOR	9
TRIUMPHEST 2005 SAN DIEGO	10

COMING EVENTS

CLUB MEETING:
JUNE 14 - 7:00 PM
EL ZARIBA SHRINE
552 NORTH 40th STREET
COME EARLY -
HAVE DINNER -
SUPPORT OUR
BENEFACTORS!

Breakfast Run
June 12th

National British
Car Week
May 29th - June 4th



BREAKFAST DRIVE MAY 15, 2005

By Beth Horton



Big turnout for the British Breakfast Drive, sponsored this time by DCTRA. It was a perfect top-down morning, which brought out nine Triumphs and a wealth of other British cars. Good to see the Truttmans back on the road again after an engine rebuild. John Nuss planned the rally, then couldn't attend due to his school schedule. Because May can be hot, the run was a short one that led us to the First Watch, at 25th Avenue & Black Canyon.

The amount of raffle prizes have been doubled starting in May, so there was quite a stack. The new Morgan club will be heading the next run on June 12th.

Thanks to the generous people, both from our club and others, who brought items and donations for the children's charity, Max's Market. We had a whole TR6 boot full!

Present from DCTRA were: Rich & Diane Aubert, Kathy Nuss, Derrick & Allison, John & Lila Truttman, John & Beth Horton, Gene Glenn & Linda, Virgil & Marlene Cole, Stu Lasswell, Arvin & Cathy.



CLUB OFFICERS

PRESIDENT: Rich Aubert 480-225-4906
V.P. & Events: Stu Lasswell 480-786-0116
Secretary: Deta Hampsch 623-434-1999
Treasurer: Ron Gurnee 480-816-0836
Newsletter: Clay Rineholt 480-983-5605
Tech Advisors: Armand LaCasse
480-220-0255/Roy Stoney 602-231-0706
Historians: Mike and Joyce Bayne
602-938-1282
Membership: Marty Clark 480-962-7848
AAHC Rep: John Horton 602-843-1399

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

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

Dues are \$18.00 per year

For membership information, contact Marty Clark at 480-962-7848

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:

Rich & Diane Aubert, Philip & Shirley Blahak, Delta Motorsports, F1 Race Factory, Ron Gurnee, Deta Hampsch, Beth & John Horton, Import Car Parts, Stu Lasswell, MicroWorks Computer Networking and Maintenance, Moss Motors, Ltd., Thomas Nicoud, John & Kathy Nuss, Tom Pennell, The Phoenix Flower Shop, Dave Reynolds, Dave Riddle, Pamela Rineholt, The Roadster Factory, Ken Schmidt, Roy Stoney, Arthur Wallis and anyone else we missed.

THE PREZ SEZ

The month of May will be rather hectic for the President and the Rineholts. We're both going out of town and we both have to get our respective jobs done quickly. So for my part this note to the Club is rather short (for a change) and hopefully I'll get it to Pam so she can get it in the Newsletter before she leaves.



We had a great breakfast run on the 15th to First Watch restaurant in central Phoenix and we took receipt of a number of items donated to our current charity, Max's Market. Thanks to Beth Horton for all her hard work in getting the word out, getting the details and collecting donations, and thanks to John Horton for delivering them to the Phoenix Children's Hospital.

Just a note on the Bylaws discussion that took place during the last meeting. The overall consensus of those in attendance was that we should not have the membership category of Associate Member. We're removing that category. In addition, the meeting attendees decided to add language on absentee voting, among other changes. We will try to get the Bylaws revised and e-mailed to everyone shortly after we return from Chicago so everyone can have time to review them.

If anyone has any suggestions for Club outings or activities, please e-mail them to Stu Lasswell.

That's all for now. See you at the June meeting on the 14th at El Zaribah.

RICH



MINUTES OF THE MAY MEETING

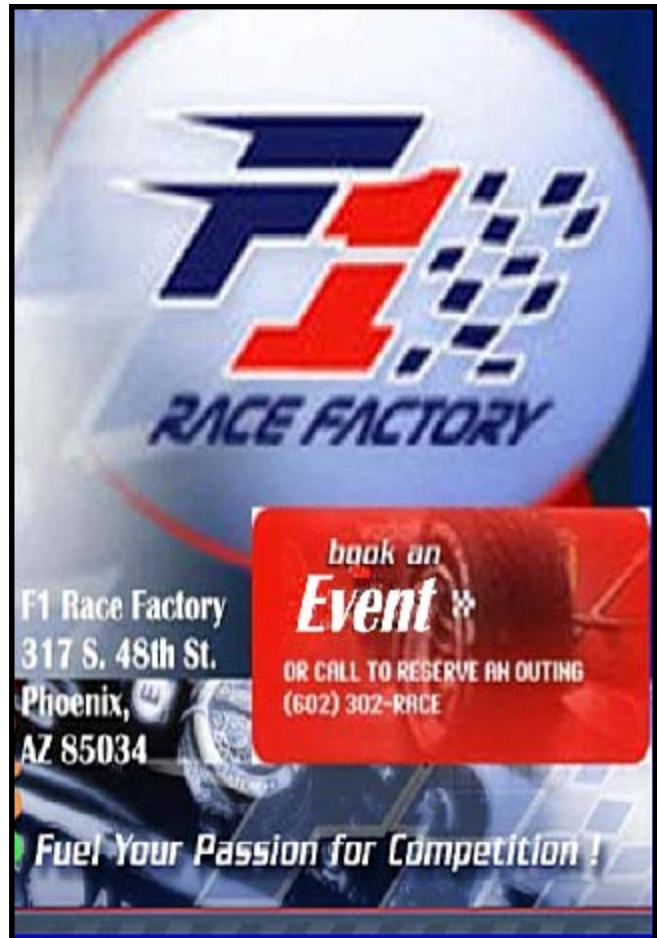
This month about 30 people met at the Shriner's Temple, our new, permanent meeting place, at 7:15 p.m. There was one new member, Craig, and he has a red TR6.

Stu told us about recent and upcoming events: the Spring into Summer Rally, run by the Arizona Mini Owners, was held May 7th, but no one from the DCTRA attended. Our Club is hosting the Breakfast Run, planned by the Nusses, this Sunday, May 15th; meet at 32nd and Shea at 7:00 a.m., leave at 7:30. Since British Car Week is being extended for the entire month of May, the Arizona Mini Owners are sponsoring a run to Prescott on Saturday, May 21st. British Car Week will end on May 30th with a British Tea and Biscuit Social at the Coffee Plantation in the Biltmore Fashion Park. The June Breakfast Run will be hosted by the Morgan Club, not sure of the date yet. For more events see this month's newsletter.

Diane Aubert spoke about our Club's run this coming Sunday and reminded everyone to bring a donation for one of our charities we're supporting this year — Max's Market, the non-profit organization that provides a store for the patients in the Pediatric Intensive Care Unit of Phoenix Children's Hospital. Bring a new, unused children's item to the run, or even a monetary donation.

The Treasurer said we're doing well, and his report was approved. The Secretary's minutes from the last meeting were approved as printed. The President praised the updated look of the newsletter and the color photos, thanks to Pam. Pam said the next newsletter has to be out before the 28th of May because she will be going to join Clay out of town, so get those articles in early.

Those who went on the B.E.A.T. told about their experiences. John Nuss proudly announced that his car ran all the way up and back without incident! A Jaguar had an accident. There wasn't the variety and number of cars as in past years. A contest was held for the "best sounding exhaust". The Governor was in Cottonwood and



John Nuss got to shake her hand! The weather was "t-shirt nice" on the way up, but it snowed and there was sleet the next day.

New Business – Ron Gurnee explained that the Bylaws from the archives that he worked on were edited with items from those of other clubs. He also found the Articles of Incorporation in the archives. We discussed the Bylaws and revisions were suggested by those present and from those that had sent e-mails to the President.

The meeting was adjourned at 8:45.

Diane Aubert



TECH TALK

History of Whitworth

By Charles Falco

Although written for a British motorcycle audience, this also applies to many earlier British cars. It was reproduced on the British Cars list with permission from the author Charles Falco.

A lecture on the meaning of "Whitworth"

First, a tiny bit of history. In the 19th Century every British factory which needed to bolt something to something else devised their own fasteners to do it. Clearly, this caused all sorts of compatibility problems. So, along came Mr. Whitworth (I forget his first name right now) who invented a standardized system of coarse threads (with 55 degree thread angle and rounded roots and crests).

This standardization was a Good Thing. Along with his threads came heads for the bolts that

were based on the length *along* the side of one flat, rather than across the flats. Hence, there is no simple fractional number for the length across the flats, which is why your American wrenches don't fit. The fractional number on your English wrenches refers to the diameter of the bolt (which is 1/4", 3/8" etc. just like in the U.S.); not to the distance across the flats (which ends up being various weird dimensions). Some years later the Brits decided they needed a finer pitch for some applications, so another thread series was introduced (same 55 degrees). They also decided that the heads were too big for the bolts, so for most applications they switched to using the next size smaller heads. Because of this, and to add one more bit of confusion to life, one manufacturer will mark a particular wrench (spanner) "3/8 BS," while a different manufacturer will mark the same sized wrench "7/16 W." They fit the same diameter bolt.



The first thing any fledgling Brit biker learns is that his (or her) motorcycle has "Whitworth bolts." They think this is interesting, buy a set of "Whitworth wrenches," discover these wrenches fit their bolts, and believe they now know everything they need to know about British fasteners. Unfortunately, at this point they know only enough to make themselves dangerous. Instead, what they *should* have said to themselves is "Ohmygod, what other weird and incomprehensible things have the Brits done to the fasteners on my machine?" The answer to this question is:

British Standard Whitworth (BSW)

These are the original, 19th Century, coarse-threaded industrial bolts designed to hold locomotives together. Because of their coarse pitch, they are more prone to vibrating loose, so are little used on motorcycles. Except for threading into Aluminum (e.g. crankcase studs),

(Tech Talk, continued on page 5.)

JIM MEDLAND, President
ROSS VAUGHAN, Parts Mgr.



DELTA
MOTORSPORTS
INC.

9211 N. 9TH Ave., Phoenix, AZ 85021

JOIN US FOR FREE COFFEE & DONUTS
EVERY SATURDAY MORNING FROM 9AM
ENJOY A RELAXING GET-TOGETHER
WITH YOUR FRIENDS.

OUR ENTRANCE IS ON HATCHER
WHERE 8th AVENUE WOULD BE
(IF THERE WAS ONE) - C'MON DOWN!

e-mail: delta-ms@earthlink.net



Parts and Accessories
for Fine
British Automobiles



Fax (602) 971- 8609 Phone (602) 265-8026



(Tech Talk, continued from page 4.)

where a coarse thread is less prone to stripping than a fine one. It turns out that, except for 1/2" (where the Brits use 12 tpi, and the Americans 13 tpi) the thread pitches are the same as for American Unified Coarse (UNC). However, the thread *form* is different; Whitworth = 55 degrees; UNC = 60 degrees. In spite of this, mismatched nuts and bolts mate nicely, so you're likely to find UNC bolts or studs where BSW should have been.

British Standard Fine (BSF)

A finer pitch series, analogous to the American Unified Fine (UNF), although—unlike the case of BSW/UNC—with none of the pitches in common with UNF. Many motorcycle manufacturers commonly used a lot of BSF threads.

CEI (Cycle Engineers' Institute) or BSC (British Standard Cycle)

-these are different names commonly used for the same threads.

60 degree thread angle, rather than the 55 degree of BSW and BSF. For sizes from 1/4" through 1/2" by far the most common are 26 tpi, although 24 tpi appear as well. **Most**, but by no means all, fasteners on post-War BSA's (through the late '60's, when it got more complicated) were CEI. Although the thread form and pitch is different, the head sizes on CEI-threaded fasteners use the same wrenches as BSW/BSF.

British Association (BA)

47-1/2 degree thread angle. This is a metric thread system devised by the British for small screws used in components like speedos. Not metric like you might expect, but with diameters determined by a factor proportional to a power of the logarithm to the base 10 of the thread pitch in millimeters. I couldn't possibly be making this up. Ah, the English. You'll find lots of BA threads on any British bike, but only for fasteners smaller than 1/4". BA fasteners have their own set of wrench sizes. Typically, a set of "Whitworth" sockets will include a 0BA (and maybe a 2BA—bigger number = smaller size) socket.

British Standard Pipe (BSP)

A tapered, self-sealing thread system used to seal fluids (interestingly, the US **and** the metric world standardized on the BSP system for threading all their pipes).

UNF and UNC

In the late 1960's, when even the U.S. was thinking of going metric, the giant BSA corporation decided it was finally time to scrap that old 19th Century Whitworth-based system, and switch to....yes, you guessed it, American. Since they had lots of money invested in tooling, the switch wasn't made suddenly (or completely), so bikes from the late '60's and later had a mix of all sorts of thread forms. Typically, engine internals (e.g. the thread on the end of a camshaft) stayed with whatever form it used to have, while simple fasteners (e.g. holding the fenders on) switched to UNF.

"None of the Above"

While the above systems account for well over 95% of all threads you'll ever run across on a British bike, some manufacturers—again BSA springs to mind, but others were guilty as well—couldn't restrain themselves from inventing a few oddball pitches of their own. This is why, when dealing with British bikes, you should assume nothing. You must have a pitch gauge and calipers.

So, let's get back to the question someone asked a few days ago about buying a set of "Whitworth" taps and dies to last him the rest of his Brit biking life. The first thing I'd say is that if you want it to last, be sure you buy a HSS set (rather than carbon steel), even though it will be at least 2x the price. Then, in order of overall usefulness, I believe you'll find in first place it will be a CEI set, then BSF, then BA. Unless/until you really get deeply involved, make do with UNC to "simulate" BSW (although you'll want to buy an individual 1/2"-12 at some point to supplement the UNC set). Thus, if you follow my recommendation, the very **last** thing you'll want to buy for working on your British motorcycle is a "Whitworth" set (I have one, by the way, but only got it after I'd had CEI, BSF etc. for a long time).

<http://www.team.net/sol/tech/whitworth-hist.html>



* Stag * TT 2-8 * FWD * Toledo * Dolomite * Sprint * 2000 * 2500 2.3 * Mayflower * Renown * Roadster *
* Spitfire * Bond * Honda * Vespa * GTS * Zenacek * Sawada *

June

Hi everyone,

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

Fri 3rd - Sun 5th

Yarmouth Old Gaffers Festival

Tue 14th **VHVC Club meeting** - At the Riverside Centre, Newport from 8pm

Mon 20th **IW Triumph Club meeting** - All Triumph owners / enthusiasts welcome, the *free* club catering for all clubs! At the Woodman Arms, Wootton from 8pm

Fri 24th - Sun 26th

Goodwood Festival of Speed - Tel 01243 755000 or visit www.goodwood.co.uk to book or for more info

Fri 24 - Mon 27th **Triumph 2000/2500/ 2.5 Register National** - Hurley Riverside Park near Marlow, Buckinghamshire.

Sun 26th **Vectis Land Rover Club 4th Show, Havenstreet** - from 10am - 7.30pm. All classics are welcome to take part. Email chris-lale@tiscali.co.uk for more info.

Sun 26th **Pre 1940 Triumph Owners Club National Triumph Day** - Stanford Hall, Stanford on Avon.

Angela & Graham
Isle of Wight Triumph Club



YARMOUTH OLD GAFFERS FESTIVAL

THIS YEAR WE CELEBRATE THE 200th ANNIVERSARY OF NELSON'S GLORIOUS VICTORY AT TRAFALGAR 3rd to 5th June

Grand opening at 12:00 on Friday 3rd June by the Spirit of Lord Nelson, accompanied by Lady Hamilton, arriving in HMS Victory's 1805 Cutter

Events all over the country will celebrate our greatest naval hero - Lord Nelson. This remarkable man, his naval exploits and his great love for Emma Hamilton are a part of our English heritage.

Yarmouth's celebration will be the best of all, graced by the presence of the Spirit of Lord Nelson and Emma Hamilton and with a battle of Trafalgar tribute on Saturday evening.

Yarmouth's picturesque harbour will be filled with life and colour with more than 100 visiting traditional sailing, steam and motor vessels, including the cream of the Old Gaffers fleet. On shore there will be a huge range of attractions keeping the thousands of visitors entertained

from morning till night all weekend. Visit <http://www.yarmoutholdgaffersfestival.co.uk/> to see pictures from past Festivals.

This year's events include:

- Street Entertainment
- Live Music
- Spectacular Classic and Gaff-rigged Boats in the Harbour
- Exciting Racing for Gaff-rigged Boats within sight of the shore
- Visiting Classic Vehicles
- Craft Fair and Market
- Flower Festival
- Lifeboat Demonstration
- Tug-o-War
- And lots more



Choose Moss Online

www.mossmotors.com



- Interactive Illustrations
 - Tech Tips
 - Original Specifications
 - Online British Motoring Magazine
- or Call now for your free Catalog



800-667-7872

Overseas 805-681-3400



YARMOUTH OLD GAFFERS FESTIVAL



Letter To the Editor

Friday, May 20, 2005

Subject: Emissions exemption

I just spoke with Ira Domski the associate director of the ADEQ about the progress of the submission to EPA. As of this afternoon the report has not been sent to EPA due to Mohan the engineer that was assembling the report in EPA text, resigned. Ira is the one that will pull it together and submit it. That should happen after the first of June.

This is not the best news, however we now know what is going on. I will check with Ira about the middle of June and report to you all.

John Horton

Ed. Note: As an example, we thought we wouldn't have to run our 1971 TR6 through emissions, but after the second trip and (uh-uh) dollars plus driver error (OK, we all know who's here to drive it), it still hasn't made it through!

Calendar of Events

June 12th — Breakfast Run, sponsored by new Morgan club, 32nd & Shea, Meet 7 a.m., Leave 7:30 a.m. Note summer hours.

June 14th — DCTRA Meeting Dinner at 6:00, meeting at 7:00 p.m. at El Zariba Shrine, 552 North 40th Street, Phoenix.

May 29th - June 4th — National British Car Week - Kick off "British Car Week" with the Run to Prescott! The idea is that you drive your LBC as much as possible during that time to help make people aware that our clubs do exist. The Arizona Mini Owners are arranging another drive up to Prescott to celebrate but rather than cope with Memorial Day weekend traffic have decided every week is British Car Week and their trip will be on **May 21st**. Again, gather at the Albertson's at Carefree Hiway but this time at 9:00 am. There is parking reserved for us in Prescott and plans are under way to find us a nice eating place within walking distance. Once again please contact Philip at 480-985-2531 or philipblahak@earthlink.net if you plan on coming so there is an idea of how many people to provide for. Should be a fun run!

May 30th — Tea & Biscuit Social This is a free unofficial, unsponsored social gathering of like-minded British Car Owners to meet with others of shared interest. Just a relaxed way to enjoy our British Cars in the cool morning hours. 6:30ish - 10:30ish a.m., Coffee Plantation, Biltmore Fashion Park, 2468 East Camelback Road, Phoenix, Arizona. Contact Mike at 602-439-1249.

June 23rd - 26th — The 2005 TRA – TRA National convention in Branson, MO. 1st time west of the Mississippi! Just down the road a

piece! Stu and Debbie Lasswell plan to make the trip in their TR-3, and wouldn't mind some traveling companions! Texas Triumph Register, P.O. Box 40847, Houston, TX 77240-0847.

July 26th - 29th — A Time for Triumphs - VTR 2005 - Rockford, IL. The Illinois Sports Owners Association is proud to be your host for the 2005 Vintage Triumph Register National Convention. ISOA is focused on providing good-spirited competition and fun-filled events for all participants. While Concours and Participants' Choice are a major part of the convention, we encourage all Triumph enthusiasts to bring their Triumph to Rockford - in any condition. Four beautiful days in early summer were chosen to give you more travel options. Rockford is Illinois' third largest city. Located along the Rock River in north-central Illinois, it has many big city amenities without having to try to cover up big city hassles. Interesting and uncongested local roads are perfect for tours, rallies, and fun. The nearby interstate highway system puts Rockford within a two day drive for over two thirds of the U.S. and Canada. Rockford is also accessible by air (via Chicago O'Hare Airport or Northwest Chicagoland International Airport at Rockford) for those who choose not to drive. Convention Headquarters will be the Clock Tower Resort and Conference Center. The facility has been the host of many past car conventions with great success. The resort has restaurants, shops, and many recreation facilities. It promises to be a great place for families, with lots to do in the general area. Featured models for the 2005 VTR National Convention are the Stag and TR3 as we celebrate their 35th and 50th anniversaries, respectively. The Triumph Stag Club USA has designated the VTR 2005 convention as their Annual General Meeting. They are encouraging all Stag owners to attend and have set an ambitious goal to have over 100 Stags in attendance. This would be the largest known gathering of Stags in the USA to date.

OCTOBER — San Diego - Just plan to spend a week in San Diego!

OCTOBER 2nd — San Diego British Car Day - San Diego, California - All Marqueses - More information at www.sandiegobritishcarday.org.

Dan Frank

480-358-1744

**Automobile and Aircraft Artist
Collector or Sportscar In
Watercolor / Mixed Media**

**Your Favorite
Vehicle with
Family or Friends**



Eastside Art Studios, 9919 Apache Trail, Mesa, AZ 85207

Hang Art On Your Wall That Really Matters To You!

(Calendar of Events, continued on page 9.)

(Calendar of Events, continued from page 8.)

OCTOBER 6th -9th — Triumphfest 2005 - San Diego, California - The Triumph Sports Car Club of San Diego, California proudly announces Triumphfest for 2005. This 4-day event will be hosted at the luxurious Shelter Pointe Hotel, www.shelterpointe.com, from October 6 - 9, 2005. (Special room rate for Triumphfest participants is \$130.00/night double occupancy. This is only \$10.00 more than what we were charged in 2000.) Our tentative list of activities include: · A scenic driving tour guided by a native San Diegoian who wants to share "his" San Diego. · A bus tour to the Evans Garage (famous private collection of vintage car, aircraft and memorabilia), followed by lunch at a local "British" pub, and then onto the U.S.S. Midway museum, www.midway.org or if you prefer, shopping at Sea Port Village, www.spvillage.com. · Harbor cruise on San Diego Bay. <http://www.sdhe.com/san-diego-harbor-tours.html>. · Friday evening catered social with music, that includes a friendly darts competition and the Pinewood Derby. · Model car and photography displays/contests. · Funcours car show · Autocros · Walking rallye · A challenging gimmick rallye that will leisurely take you through the open back roads of San Diego County and test your powers of observation. · Saturday night banquet and awards dinner · Triumph is being a featured marque on Sunday at the Coronado Speed Festival, www.coronadospeedfestival.com, just across the bay from the hotel. We have reserve parking in the car show paddock, which will have almost a 1000 vintage and custom cars. · Triumphfest 2005 will give special recognition to the TR7/TR8 models in celebration of the "Wedge's" 30th anniversary. · Plus opportunities to visit the various San Diego attractions, e.g. Zoo, Balboa Park, Sea World, Legoland, Wild Animal Park, Maritime Museum. As a bonus, for those so inclined to travel early, British Car Day is being held the weekend before Triumphfest, www.sandiegobritishcarday.org. A Splendid Time is Guaranteed for All!. For details, please contact: David Stauffacher, 2442 Duraznitos Road, Ramona, California 92065 (760) 787-0643 Or Tidbinbilla@cox.net.

OCTOBER 9th — Coronado Speed Festival (vintage racing, with Triumph the honored Marque!)

Fall — British Vintage Voyage Watch here for details, when available.

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:

- 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 or 480-985-2531 The Pavilions (McDonalds), Indian Bend Rd. at Pima Freeway and Pima Road, Scottsdale. 4-10 PM. 602-443-0800
- 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
 - Shoney's, 59th Street & Bell, Phoenix. 602-948-0719, 623-561-1971
 - Sonic, 33rd Avenue & Bethany Home Road. 6-9 PM. 623-936-6587

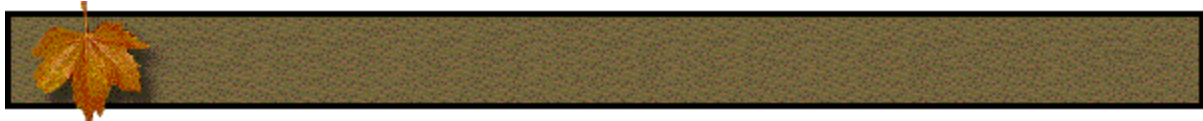
CLASSIC-FIED ADS

Trumpeter Classic-fied ads are free to members. Check our next issue for new ads.

HIGHWAY HUMOR



Copyrighted photo courtesy of [email: tboicey@brit.ca]



A Triumphest 2005 Welcome

Hello Fellow Triumph Sports Car Enthusiast,

Its Triumphest time again, and for 2005 it is being held from 6 to 9 October in San Diego, California, under the auspices of the Triumph Sports Car Club of San Diego (TSCCSD). As sponsors, we feel we have planned a great program for all attendees. And as to location, the venue is outstanding; at the beautiful Shelter Point Hotel & Marina overlooking the entrance of the Pacific Ocean into San Diego Bay. Weather here in October is almost always perfect for top-down driving, walking, sightseeing and just plain enjoying the outdoors. And there will be plenty to do indoors during the festivities as well.

There is so much you will want to know about this years Triumphest activities that we invite you to check out the TSCCSD Web site (<http://clubs.hemmings.com/clubsites/sandiegotriumph>) for full details, including the Registration Form you can download to respond with. Plus, if you have any questions still not answered you can send them to us at our special e-mail address, triumphest2005@nethere.com for a speedy reply.

So, check it out, reserve the dates, and enjoy a great Triumph drive down to San Diego and Triumphest 2005. All of us at TSCCSD look forward to greeting you on your arrival.

The TSCCSD Triumphest Team



TR250

TR4A

TR4

TR3

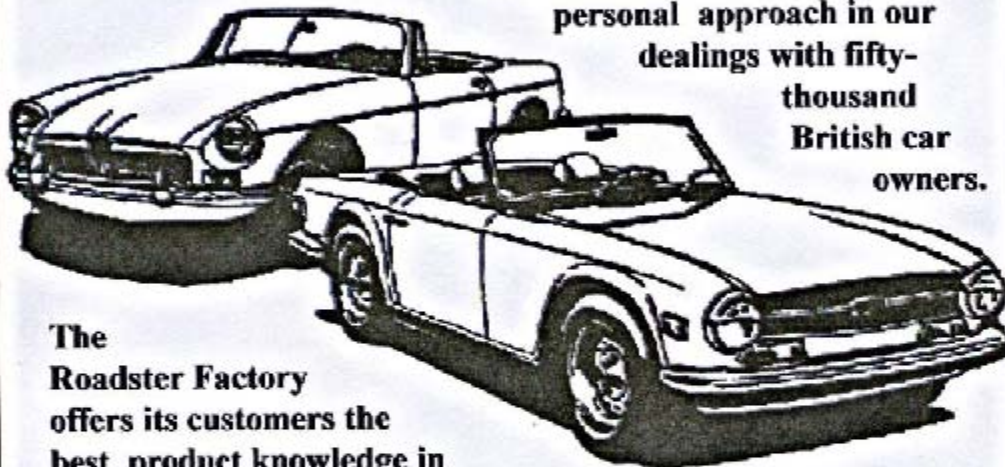
TR6 TR7 TR8

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 service to British car enthusiasts.



Level I Toll Free Ordering (800)678-8764
 Level II Toll Free Ordering (800)234-1104
 Technical research (814)446-4491
 24-Hour FAX (814)446-6729

MGB MGB-G TR2

**Silk and Dried Arrangements . Fresh Flowers . Green and Blooming Plants
Fruit and Gourmet Baskets . Holiday Decorating . (Commercial Accounts)**



**Full Service Professional Florist
Locally Owned and Operated Since 1960**

**ORDER BY PHONE
24 HOURS. 7 DAYS A WEEK
602-840-1200**



11 Valleywide Locations . . .

Phoenix . Scottsdale . Mesa . Glendale . Chandler . Sun City West . Tempe

WWW.PHOENIXFLOWERSHOPS.COM



**DCIRA NEWSLETTER
1555 SOUTH CACTUS ROAD
APACHE JUNCTION,
ARIZONA, U.S.A. 85219-7726**