

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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MARCH 2004

Vol. 25, #3

MEETING: MARCH 9 - 7:00 PM
F1 RACE FACTORY
317 S. 48TH STREET
COME EARLY - BUY FOOD!
SUPPORT OUR BENEFACTORS!

CLUB OFFICERS

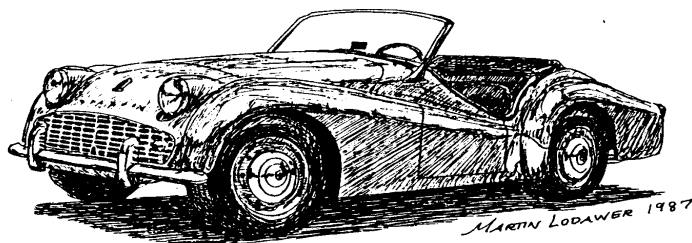
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|----------------|----------------------|--------------|
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| Historians: | Mike and Joyce Bayne | 602-938-1282 |
| Membership: | Ron Gurnee | 480-816-0836 |
| AAHC Rep: | Roy Stoney | 602-414-9953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

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

MARCH 7

WHEELS OF BRITAIN 2004
HERITAGESQUARE
DOWNTOWN PHOENIX
DETAILS INSIDE

OTHER EVENTS

SUNDAY, MARCH 14

PANCAKES IN THE PARK BREAKFAST RUN
32nd & SHEA BLVD
HOSTED BY THE MINI CLUB
7:30 AM for 8:00 AM DEPARTURE

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 March newsletter:

Staton Abbey, Rich Aubert, Jim Bartels, Jim Bauder, Tom Pennell, Delta Motorsports, Deta Hampsch, F1 Race Factory, Inc., Import Car Parts, Stu Lasswell, MicroWorks Computer Networking and Maintenance, Moss Motors, Ltd., John Nuss, The Phoenix Flower Shop, Roy Stoney, Dave Riddle, Pamela Rineholt, The Roadster Factory, John Truttman and & everyone else we missed.

MINUTES OF THE FEBRUARY MEETING

The meeting opened at 7 pm at Zorba's Restaurant. There were 36 present. Our new members were Lee & Marilyn Watts with a '66 Spitfire and Ron from Indiana with a '61 TR3A. The secretary's report was accepted as printed. Our treasurer reported we are still going strong.

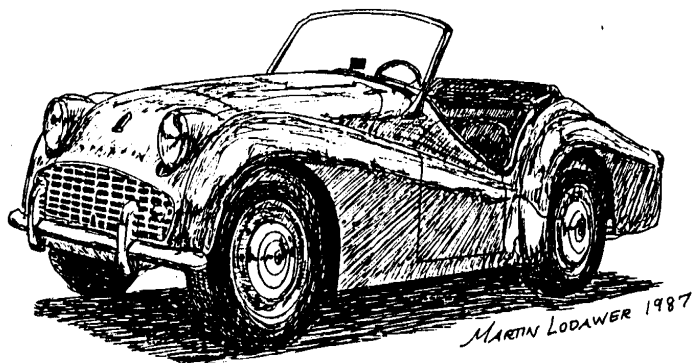
John Horton reported from AAHC that the bill against conveying could cause major problems for our rallies and breakfast runs if passed, but may fail as a result of being poorly written. The bill for classic cars being exempt from emissions is not yet dead. Clay, our newsletter editor, said he is working on getting over some mailing issues.

Coming activities are the February 15th Breakfast Run, February 21st Renaissance Festival outing, February 28th & 29th Highland Games, March 7th Wheels of Britain, March 14th Breakfast Run with pancakes in the park, March 21st Relay for Life Car Show in Tempe, and October 2nd British Vintage Voyage. It was suggested we try to plan events at least 3 months in advance. Rich asked what type of events we wanted. A Big Band concert at Falcon Field on March 20th and a trip to Boyce Thompson Arboretum were suggested. It was suggested that the executive board make a list of events & publish it.

Under old business, we were reminded that volunteers are needed to write about their cars. John Truttman volunteered for March, and Jim Bauder for April.

In tech talk, Jim Medland announced that there will be coffee and donuts along with some shop talk every Saturday morning at Delta MotorSports. Stew talked about wheels & cost of wheels Moss Motors no longer makes. Factory replicas of 1960's racing lug nuts and knock-offs are about \$300/set. John Horton needs about 4 or 5 more people to order 5 speed conversions priced at about \$1200 each. It was noted that the aluminum valve covers made by Tune are really part of Moss Motors. It was asked if anyone would be interested in Triumph kiddy cars.

The meeting was adjourned at 8 pm.



The Prez Sez

Members of the Executive Board really had to sacrifice this passed week. We had to check out the F1 Racefactory. It is located near 38th street and Washington the former meeting place, easy access to the freeways, inexpensive food (\$6.00 a plate, served by attentive young folks), a great view of the race course, special Triumph only parking, AND free use of a meeting room. So here we have an auto-themed place with good food, easy access, and management willing to have us there. Sounds like a place for the Desert Centre Triumphs to meet to me!

After our dinner and short meeting to view the facility Dave Riddle and I took to the track. I can say my lap time improved, though four seconds off the winning lap times. I did pass two drivers when they collided but within a short time they blew by me. My function on the track is best described as a rolling obstacle. I can say however, that it was FUN! We're going to go again in March (Saturday March 13) and do it again. The Arizona Mini owners have been invited to join us. More to follow.

"Only in America" - an Irish band playing Johnny Cash songs, the outstanding caber tosser named Witowski, the woman amateur caber tosser a Native American from Albuquerque. Yes, it is the Highland Games in Mesa Arizona. There were several members attending: John and Beth Horton, Clay and Pam Rhineholt, Art Wallis, Baron Smith, Deborah Cooke, John and Kathy Nuss-three Spitfires, a TR8 and the rumored Triumph 2000. Clay brought copies of our newsletter and sent them home with several people. Quite a few people told us about the Triumph they owned, the one Dad had, the one that is still in the garage, and so on.

We have a full calendar for March: the Wheels of Britain show, our regular meeting, Pancakes in the Park and the F1 Racefactory event. Come and join us.

John





CRUISIN' TOMBSTONE 2004

The Friends of Tombstone Courthouse in association with Tombstone Courthouse State Historic Park, Santa Cruz Valley Car Nuts and Historic Tombstone and The Greater Huachuca Area Merchants invite you to attend the first ever VINTAGE CUSTOM CAR Show, April 2nd and 3rd, 2004. Space is limited to 150 vehicles and all entrants must pre-register only. Pre-registration is \$30.00 and includes Friday Night Burger Burn, Tee Shirt, key chain, medallion and reduced entry charges at the Courthouse Museum.

There will be ten judged Categories with three trophies each for categories 1 thru 8. A single trophy will be awarded in Categories 9 and 10. The first eight categories are:

Early Street Rod '36 and older, Late Street Rod '37-1948, Antique Car Up to 1948, Early Original Car 1950-1969, Late Original Car 1970-2000, British Cars, Sports Cars-All, Trucks Stock and Modified, Peoples Choice Award, Best of Show.

Radio station KKYZ 101.7 FM OLDIES will present a LIVE REMOTE. Security will be provided at the Showsite on Friday night through Saturday till 4 PM. For more information call (520)457-3786 E-mail: aaustin@pr.state.az.us, or Visit www.carnuts.org, www.azstateparks.com, www.tombstone.org.

Please make your check or money order payable to: Friends Of Tombstone Courthouse, PO Box 296. TOMBSTONE. AZ 85638

The event schedule is RAIN OR SHINE!

FRIDAY APRIL 2ND.

ARRIVAL AND SET UP 11AM. Five (5) city streets have been closed for this event.

FREE Entertainment-HELLDORADO SET, 4:30PM,

BURGER BURN, 5 to 7 PM

7 PM to ??? Retire or Raise Hell

SATURDAY SHOW DAY - APRIL 3RD 10 AM to 4 PM

Chuck Cramp 480-986-5450

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HIGHLAND GAMES

The Caledonian Society of Arizona hosted the 40th Annual Arizona Scottish Highland Games and Clan Gathering on February 28 & 29, 2004 on the campus of Mesa Community College. The festivities included athletic, Highland dance and pipe band competitions, clan booths and demonstrations, a variety of vendor booths, and a British car show. The sheer number of different types of kilts being worn by Scottish lads of all ages and ethnicity was a wonder in itself. That coupled with the magic of the bagpipe, which seemed to lend a certain swagger to all who walked about the grounds was surely enough to make the visit worthwhile. Add to that the lovely dances, the exciting athletic and musical competitions, the interesting and fun demonstrations and historical reenactments for both adults and children, the unique shopping opportunities with over 45 Scottish merchandise vendors, and the delicious and unusual food, and you have a rare and exciting two-day extravaganza.

The Opening Ceremony featured the massed pipe bands marching and playing a number of beautiful tunes, including "God Save the Queen", "The Star-Spangled Banner", "Amazing Grace", and "Scotland the Brave", as well as a demonstration by the combined drum majors. Representatives of each of the 50 clans also marched past the seated dignitaries, paying homage to the Chief of Clan McBain, James McBain of McBain, a member of the Standing Council of Scottish Chiefs. The athletic competitions included the weight toss, weight throw, hammer throw, Braemer stone put, and caber toss. Musical competitions were held for solo piping, solo drumming, drum major, pipe bands, and Highland dancing.

The highlight of the event for us, needless to say, was the British car show. Along with sixteen Minis, three Austins, and one Land Rover, there was a TR7 belonging to John and Beth Horton, four Spitfires belonging to John Nuss, Deborah Cooke, Baron Smith, and ??, and a TR2000 Roadster belonging to Clay and Pam Rineholt, all DCTRA members. One of the Austins also belonged to a club member, Kathy Nuss's London taxi. President John Nuss, once again, had our club banner on display. All the LBC owners were cheerful and friendly with one another and with the curious and admiring passersby, despite the chill in the ever-present breeze. As someone said, it was like a midsummer day in Scotland!



JIM MEDLAND, President



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Pam Rineholt and Kathy Nuss rest in the "dickey seats" of the "Toadster" during the 2004 Highland Games.



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.

FREE TO GOOD HOME = Triumph engine block, flywheel, cam shaft & head, The head & block have been stored outside for years. Call 623-535-9124 (02/04)

FOR SALE = TR-3 dark blue fiberglass hardtop (\$50) & TR-3A transmission (\$100). The transmission worked when stored inside in 1970. Call 623-535-9124 (02/04)

MARCH EVENTS

March 5th - The Friday night cruise has moved from McQueen and Warner to a better location at Lindsay and Warner (on the east side of the Albertson's parking lot) still in Gilbert. Again 5pm till ?? depending on the weather.

March 7th - The Wheels of Britain, 2004 Heritage Square, 6th and Monroe Streets, Downtown Phoenix, AZ. This event is an Open Display for All British Built Vehicles from Show Class to Daily Drivers Come Rain or Shine! Gates open for pre-registered vehicles at 8:00 a.m. and closes at 9:30 a.m. Day-of-Show entries are acknowledged at 9:45 a.m. and must be in place by 10:00 a.m.

March 9th - DCTRA Meeting at F1 Race Factory, 317 S. 48th Street; Phoenix - 602-302-7223

March 14th - Pancakes in the Park breakfast run makes it three weekends in a row for British car stuff. Meet at 32nd St. / Shea Blvd. in Phoenix (NW Corner) at 7:30 ready to leave at 8:00 for a park where the Arizona Mini Owners will cook up pancakes.

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Triumph Register of America

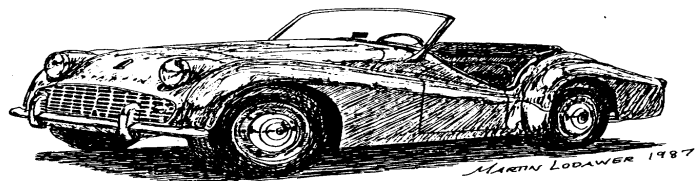
THE TRIUMPH REGISTER OF AMERICA

The Triumph Register of America began life in May 1974, as the Triumph TR-3 Sports Car Club of Central Ohio. Enough interest was generated in this regional club to bring about a change of name to Triumph Register of America, an organization with a national focus. Shortly thereafter, TRA was recognized by British Leyland through its Triumph Sports Owners Association, and is also formally affiliated with the British TR Register which was similarly formed to preserve the TR2-3 series. The Triumph Register of America is, in effect, the parent organization to the Desert Centre - Triumph Register of America.

TRA is a non-profit organization established to aid TR2, 3, 3A, 3B, 4, and 4A owners in the preservation, maintenance and enjoyment of their classic sports cars and is concerned with establishing local groups of TR2, 3, 3A, 3B, 4, and 4A owners. We believe that local used parts supply networks and local activities such as technical workshops or rallies provide the binding glue for our National organization. TRA is firmly a grassroots organization, which offers many advantages and services for individual members, groups, and local centers.

How can you characterize our membership? We believe in side-curtains. We believe in engines that last forever. We believe in a rock-solid ride and cut-down doors. We believe that overheating in traffic is an unchangeable, natural phenomenon, just as earthquakes and tornadoes, no matter how unfortunate they might be. We believe that the person inside an automobile who is cold in the winter and hot in the summer (just like the weather outside) is a more healthy person, who will no doubt live longer than those who drive along in a controlled, unnatural environment. And most of all, we believe that the TR2, 3, 3A, and 3B series is the last mass-produced, cut-down door, side-curtained sports car that will ever be produced. As such, it holds a special place in the hearts of its Triumph Register of America owners, for it represents the finest of an honest and rugged car design that is capable of providing immense sporting pleasure at a reasonable cost. If you think like we do, won't you please join us? Talk to one of the following TRA members who reside in Arizona:

Rick Amundsen, Tempe; Jim Bauder, Scottsdale; Gene Glenn, Phoenix; Stephan L. Green, Gold Canyon; Rick Harman, Tempe; Stuart Lasswell, Chandler; Charles C. Rineholt, Apache Junction



CLUB MEMBERS AND THEIR CARS

John and Lila Truttman

Lila and I joined the DCTRA club as soon as we arrived in Arizona from California in October of 2000. We had been members of the Triumph Travelers in San Jose, as well as members of the Central Coast British Car Club in Ventura and the All-British Car Club in Monterey. British car folks are just good, down-to-earth people, and that's why we're joiners! We cherish the many friendships we've made, some of which go back many, many years. I was astonished at just how far-reaching this is one year at Triumphfest. This was the Ventura meet, in 2001. My Dad was dying of cancer, and staying with my brother who lives in Thousand Oaks, near Ventura. I decided to pick up my Dad and take him with me to Triumphfest for the Friday afternoon hospitality party. Lila, Dad and I hung out in the lobby of the hotel beginning fairly early in the afternoon. We could see all those who entered the hotel to register! We became the unofficial welcoming party, as everyone had to pass by us to get in! Well, what was astonishing was that there were so many people that knew my DAD, not to mention all those who knew Lila and me. Somehow, through the involvement that we have with the clubs, and the involvement of my brother Jeff as well, there were many who remembered Dad and greeted him warmly. This was to be the last event that I shared with him, and one I will never forget. As I said, British Car People are good folk, and treated him as just another member of our extended family.

Oh, you want to hear about our car? Well, it's of secondary importance, since we are a social club after all. It's a 1974 Triumph TR6. It's Mimosa in color, and is enveloped with its original paint! It's not quite as good a paint job as, say, Jim Bartel's car, but Jim's probably doesn't have 200K on the odometer either! I bought the car over the phone, from a person I knew only casually, but who came highly recommended by my brother Jeff. Jeff at one time, you see, owned this car. He bought it in 1990, kept it for 5 years, and sold it back to the same seller. After one year of renewed ownership, he was ready to sell, and I was ready to buy! I had owned a beautiful Red MGA for 11 years, but had sold it quite unexpectedly at a car show only two years prior. I missed my association with the clubs, and the driving events, wine tours, car shows and the related activities - I was in withdrawal! I was talking to Jeff on the phone one day, and he told me this car was up for sale again. I called the seller immediately, and bought it over the phone within a 10-minute phone conversation! It was indeed an emotional sale. My memory of this car goes back 20 years. In about 1984, I had a rendezvous with Jeff in preparation for an annual wine tour with the Central Coast British Car Club, and was at his house with my MGA. We were outside near the garage, prepping for our departure, when I heard this incredibly sweet sound of a TR6 exhaust note. Looking up, I see this beautiful yellow sports car whipping into Jeff's driveway, with a gorgeous blond in the passenger seat and Jeff's friend driving. I was instantly in love with that car! It made my little MGA seem anemic at best, and I would have traded him right then and there! Later, many years later,

after Jeff bought the car from him, we had midnight runs up Pacific Coast Highway of California, the pipes roaring and the wind in our hair I had several opportunities to drive the car, and longed to own such a beast. So when Jeff told me in 1996 that the car was again on the block, I bought it with the simple question answered: "Does it look like it did when Jeff had the car?" Sold!

I don't know how I could ever give up this little car, because it has brought me so much joy in the friendships I've made as a result. I hope that your involvement in the club scene will do the same for you. One thing that turned the tide for me was a comment my brother made to me many years ago. He said "John, get involved. You'll get out of it only what you put in." He was right.



A Thank You Note

First a personal note! Thanks to everyone who came and showed their car at the Highland Games and especially to those who came Sunday afternoon to help get our babies home again. We did it in one trip!!

Many of you will be busy polishing and shining your cars ready for the Wheels of Britain on Sunday, looks like a full house! But remember that this Saturday is the first one in March and we gather the British Cars together at the cruise at Power & Hampton. PLEASE LET ME KNOW IF YOU PLAN ON COMING, last month we had lots of confusion when so many cars came and we didn't have enough spaces saved. With the good weather forecast there should be a sizable crowd. Reply to this email or call 480-985-2531. This cruise IS every Saturday but the first in the month is LBC night.

March 14th for the Pancakes in the Park breakfast run makes it three weekends in a row for British car stuff. Meet at 32nd St. / Shea Blvd. in Phoenix (NW Corner) at 7:30 ready to leave at 8:00 for a park where the Arizona Mini Owners chefs will cook your breakfast before your very eyes. Pancakes, sausage, coffee, tea and OJ, all you care to eat for \$5.00 per person and any profit will go to children's charities.

Received a couple of emails recently concerning British Car Week, May 22nd thru May 30th, (OK I know that's a long week but that's what the info says!) More on that later, closer to the date.

Shirley Blahak, BME Communications person.

Tech Talk - Maintenance

In our last article we focused on do-it-yourself servicing and maintenance in your home garage. Earlier Triumph handbooks called for some of the jobs to be done at 3,000 miles, and in still earlier editions lubrication was specified at 1,000-mile intervals. Modern lubricants, however, will normally allow the extended servicing periods which are now recommended, to be adopted for these earlier cars.

Planned maintenance servicing for your Triumph should schedule specify routine servicing at 6,000, 12,000, 24,000 and 36,000 miles, In this article we will cover those schedules for every 250 and 6,000 miles.

Every 250 miles (400 km) or Weekly

Engine: Check oil level and top-up if necessary (check daily if engine is worn and also when refueling with fuel on a long run) .

Battery: Check level of liquid in cells.

Brake and Clutch Fluid Reservoirs: Check level 01 fluid (pre- cautionary check only-tapping-up should be required only at long intervals, unless a leak has developed in system).

Radiator: Check water level when cold and top-up if necessary.

Wheels and Tyres: Check tyre pressures when cold. Watch for cuts and signs of uneven wear. Check tightness of wheel nuts.

Windscreen Washer Reservoir: Check level of fluid.

Every 6,000 miles (10,000 km) or every 6 months

Carry out the same jobs you would for your 250 mile maintenance program, and the following additional work

Clutch Cross-shaft (TR1, 3, 3A, 4): Lubricate-two nipples

Engine: Drain oil and refill sump. Renew oil filter element. Check valve tappet clearances. Adjust if necessary. Service crankcase ventilation breather valve, when fitted. Clean oil filler cap .

Handbrake Mechanism: Lubricate cable and compensator

Ignition Distributor: Lubricate rocker-arm pivot, cam and centrifugal timing mechanism.

Steering Gearbox (TR1, 3, 3A): Top-up oil level if necessary

Steering and Suspension: Lubricate outer tie-rod ball-joints, lower wishbone outer bushes and steering swivels, as applicable. Check bellows on rack- and-pinion unit for splits, or leakage. Check steering and suspension joints for damaged grease-retaining gaiters and wear.

Propeller Shaft (TR1, 3, 3A, 4, early 4A): Lubricate splines

and universal joints.....

Oil-can Lubrication: Apply a few drops of oil to throttle linkage, hand brake linkage, door, boot and bonnet locks and hinges.

Cooling System: Check condition of hoses, and for leaks

when engine is hot and running fast

Fan and Generator: Driving Belt. Check condition of belt and adjust tension if necessary

Carburetor or Petrol-injection System Air-cleaner: Check condition of element. Service wire-gauze filter if necessary..

Carburetors: Top-up dampers with engine oil. Check pistons for free movement. Check slow-running adjustments.

Sparking Plugs: Clean, check and reset gaps.

Ignition Distributor: Clean or renew contact points and adjust gap. Clean distributor rotor and cap. Clean or renew contact

points and adjust gap.

Ignition System: Check ignition timing. Preferably have system checked with electronic test-tune equipment....

Brakes-Preventive Check: Check fluid level in reservoir.

Remove front and rear drums on TR2 and early TR3; rear drums on other models. Check thickness of linings. Check operating cylinders for leakage. Blowout dust. Check thickness of disc brake friction pads and discs for bad scoring. Check hand brake adjustment. Check flexible hoses for chafing and steel pipes for chafing and rusting.

Steering Gear and Front Suspension: Check bellows on rack-and-pinion unit for splits, or leakage. Check steering and suspension joints for damaged grease-retaining gaiters and wear...

Shock Absorbers (Dampers): Check for signs of fluid leakage. Test efficiency by bouncing each corner of car.

Wheels: Remove road wheels, wash and examine for possible damage. Check wire wheels for loose spokes and damaged tapers. Grease wheel studs. Have wheel balance checked...

Tyres: Inspect tyre treads. Check tread depth with tyre tread gauge. If unevenly worn, have wheel alignment checked. Check sidewalls for cuts or other damage. Prise out embedded flints .

Electrical System: Check battery acid level. Clean and tighten terminals. Check operation of charging system, starter motor, lights and instruments.

Bodywork: Check for chips and scratches in paintwork. Check that drain holes in doors are clear, and that heater box drain tube is not clogged.

In our next issue we will cover maintenance issues for your Triumph at intervals Every 12,000 miles (19,000 km) or every 12 month; Every 24,000 miles (38,000 km) or every 2 years: and Every 36,000 miles (58,000 km) or every 3 years. We will also describe routine servicing and adjustments.

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Letter from the Editor

The Shape of Things to Come

There are several things to bring to your attention this month. The executive committee meeting last Friday was convened primarily in order to visit our new club meeting place, but we did manage to discuss possible coming events for the next year and we made plans for growth and improvement in the Triumph Trumpeter, our club newsletter. I believe that the consensus of opinion at the meeting was that our newsletter is an essential part of our website and is the Club's primary outreach, and that we cannot rely solely on computers and telephones to get the information out about club news and events. That is the function of the newsletter, to both inform and report to members via the Internet, as well as those members who are not on-line, and is to be used as a tool to recruit potential members who may be visiting one of our newsletter advertisers. Starting with this issue we will be making minor changes in the format of the newsletter to better serve the needs of the club, and to serve as an advertising tool for our Club Supporters. Several suggestions have been made for improvements to future issues; you can expect our advertising revenues to increase, the addition of new articles which will focus on Triumph vendors and the services they provide, bios of new members, a clear and concise calendar of events, articles related to life in the United Kingdom, and color added to the printing for special ads or events. Our plans are to publish our quarterly issue of the newsletter in a format

a bit glitzier and perhaps containing glossy photos, the quarterly financial report, and extended articles about what is going on in the Triumph world. In closing, in order to make our newsletter a more complete success, we need the participation of every club member, each contributing in his or her own way. Please feel free to submit articles and photos for publication. If you have a favorite machine shop, then sell them an ad in our newsletter so that everyone knows of their good work. There are many ways that each of us as a club member can contribute to the success of this newsletter; above all, see yourself as a member of the newsletter staff, promoting the Triumph marque here in the Valley, in the UK (Isle of Wight), and around the world.

Clay Rineholt

The club was represented by John & Kathy Nuss
at the Skyline JROTC Show



OUR NEW MEETING PLACE

THE F1 RACING FACTORY!

John Nuss was proud to announce our new meeting place in his PREZ SEZ column, and we all have received e-mails this week from Rich Aubert giving us the latest on our next meeting. The following information is offered to familiarize you with our new meeting place, and let you know about the fun activities and services the F1 Racing Factory is happy to provide for us.

F1 Race Factory was designed from the ground up to be a "Total Immersion" facility. If our club is meeting, planning a holiday party, the yearly brunch, or if individuals or companies require quarterly/end-of-year sales meeting or product launch, you can do it at this unique and modern facility. Business meetings, team building, leadership training and adrenaline-packed activities are all part of the specialty package offered.

F1 Race Factory is the first ever, full service European-Style Racing Kart Entertainment facility in Arizona. The name "F1 Race Factory" is not a coincidence - on their two quarter-mile tracks they build racers! Your skill, talent and enthusiasm is perfected on either of their distinct, professionally designed, competitive and challenging courses. After a short "briefing" you will be fitted with a Sparco race suit and escorted to the Pit Area. Your Kart is a new 9hp European built Bowman race kart. The two tracks are quite different, yet each offering tight turns, fast sweepers and high-speed straight sections - just like a real F1 track. Safety barriers and trained course marshals keep the action fast, fun and exciting and with the ability to accommodate 150 racers per hour, there never is a dull moment. F1 Race Factory tracks feature live timing and scoring on TV monitors at the track and restaurant. Fellow club members (fans in racer terms) will watch your times and position on every lap. The Race Factory features the best in Kart Racing and Corporate Events as well as dining and family entertainment.

Indoor Kart racing is like no other motor sport. The karts are small, low, fast and give a whole new meaning to "handles like it is on rails". It is no surprise that every major Formula race car driver started in and trains in karts. Sitting mere inches off the ground, you 'feel' every movement, every turn. Indoor karting is not about absolute top speed, but the ability to 'carry' speed throughout the entire course. It looks rough and tumble, but in fact is an extremely 'elegant' and precise form of driving. The tight track and proximity of the karts is what makes karting so competitive. The difference between a perfect lap and a so-so one is enormous! drivers with the real racing experience. Heats feature up to 14 karts for competitive, wheel-to-wheel, European style racing. F1 Features two racing formats: Arrive and Drive and Arrive and Race.

This is where it all begins! Many kart tracks race one kart at a time. At F1, the mission is to provide drivers with the real racing experience. The heats feature up to 14 karts for competitive, wheel-to-wheel, European style racing. F1 Features two racing formats: Arrive and Drive and Arrive and Race.

Arrive and Drive - a good place to start off, these racing events allow you to get the feel of the track and test your driving skills. The winner of this race is the driver with the best single lap time. In most cases you will be racing with your peers. Track support will guide you and instruct you as needed.

Arrive and Race - This is the truest form of racing. The F1 Race Factory racing is conducted in the same way as major auto racing events - same rules, same standards. Qualifying laps determine position at the grid.

The tracks are fully cooled and ventilated and all out karts are fitted with Remus catalytic converters.

For those of you who crave a little less excitement after the club meeting or between races, F1 Race Factory provides even more opportunities to play!. The game and billiards area features over 75 of the latest arcade games. Our 4 full size billiard tables are located in their own distinct playing area near the Trackside Grill.

The F1 arcade is packed with a variety of head-to-head racing games such as NASCAR 2, Arctic Thunder, and Cruise Exotica as well as your favorite sporting games such as Golden Tee, PGA Tour and the latest craze, Warzaid. For those of you looking for a little "payback", we have a battery of competitive skill games that pump out F1 redemption tickets. These tickets can be accumulated and redeemed for everything from F1 stickers to logo merchandise to Sony PlayStations.

The Trackside Grill menu features a variety of tasty snacks and meal options at affordable prices. Our signature pizzas and delicious appetizers are individually prepared. Don't miss our other popular items including fresh salads and sandwiches. An array of ice-cold beverages are served. The Trackside Grill is open daily for lunch and dinner. Premium Catering services are also available.

Centrally located on the border of Phoenix and Tempe and just minutes from Phoenix Sky Harbor Airport. F1 offers everything from high-speed European kart racing to rock climbing, billiards and a wide selection of video games. Stop by the Trackside Grill for lunch or dinner seven days a week for a great tasting pizza, burger, sandwich, and salads. They offer a selection of ice-cold beverages and great appetizers as you relax and enjoy your favorite sports team or auto race playing on 30+ televisions located throughout the facility.

Concerning directions, it is real easy to find. 48th Street just south of Washington. If coming from the west take the Washington Street exit off the 202 and it will dump you off the freeway pointed at the place. If coming from the east take the 52nd Street/Van Buren exit off the 202 and then take Van Buren to 48th. Then go South right to the place. If coming from the South take the 143 north off of I-10 and then take the Washington Exit and you will see the place to your right as you are on the off ramp.

The Wheels of Britain 2004

The Wheels of Britain Auto, 2004 will be presented on Sunday, March 7th, 2004, at Heritage Square, 6th and Monroe Streets, Downtown Phoenix, AZ. This event is an Open Display for All British Built Vehicles from Show Class to Daily Drivers Come Rain or Shine! Gates open for pre-registered vehicles at 8:00 a.m. and closes at 9:30 a.m. Day-of-Show entries are acknowledged at 9:45 a.m. and must be in place by 10:00 a.m.

REGISTRATION - Priority is Given to PRE REGISTERED Vehicles

Pre-Registration: \$20.00 for the first vehicle and \$15.00 for each subsequent entry. Pre-registration discounts apply to vehicles legally licensed to the same owner. Plan to enter more than three? Contact the Registrar at (480) 983-3945 prior to completing and mailing your registration forms for a further multi-vehicle discount. Please complete one registration form for each vehicle entered. For a multi-discount, all registration forms must be submitted together with your entry fee to the Registrar.

Day-of-Show (DOS) Registration: \$25.00. Note: All Day-of-Show entries will be placed into a common, DOS Class, which will be a multi-Marque Class. Day-of-Show registrations are accepted on space availability only. The organizers reserve the right to refuse entry to non pre-registered vehicles. Please note that pre-registration of your vehicle will guarantee that your vehicle will be parked in the field Class designated for your Marque.

AWARDS: - Presented at 2:00 P.M. **JUDGING** - is by popular vote of the entrants. All decisions are final. Vehicle classes and trophies will be based upon the number of pre-registrations postmarked by February 17, 2004. There will be a Masters' Class - First Place winners of their designated Class from the Wheels of Britain 2002 and 2003 shows and a Best of Show. The Best of Show judges may request the owner to raise the vehicle bonnet. There will also be an award for the "Spirit of Britain" - (Must be driven for the sole purpose of this event. Trailered vehicles will not be considered!)

Dash Plaques - will be provided to all pre-registrations postmarked by February 17, 2004.

IMPORTANT INFO - Due to heavy pedestrian traffic, all vehicles need to be in place by 10:00 AM. Sharp! Heritage Square and the City of Phoenix request vehicles remain on display until 2:30 PM. For Trailer loading, limited space is available on the city streets surrounding Heritage Square.

Exchange your postcard for your registration packet and use your card as your ticket for a chance to win one of the many door prizes that will be drawn throughout the day. ALL registrants are eligible to win a door prize.

For information about the Wheels of Britain or the British Motor Enthusiasts, call Marie at (602) 971-7807 or Shirley at (480) 985-2531. PLEASE No Advertising of For Sale Signs Inside Heritage Square copyright BME 2004

BRITISH CAR DAYS 2004

The British Motor Car Club of New Mexico proudly presents the 13th British Car Days 2004. The event will be held on Friday April 23 through Sunday April 25, 2004 in Las Cruces/Old Mesilla, New Mexico. You must register by April 14. The event is limited to eighty-eight (88) cars.

Annual Cars need not be concours quality. Yes, your car is In good enough

condition to bring. Spectator admission to the show is free. Any changes In the Car Show rules and/or scheduling of any event may be made at the discretion of the event chairpersons. Seating on the Plaza may be limited so you may want to bring lawn chairs. Proof of current drivers license and Insurance for all Tour/Poker Run and Car Show participants is required at time of registration. A cash donation will be made from proceeds to the Mesilla Elementary School Library and the San Andres Learning Center Day Care. A full refund of registration fees will be made if notified no later than April 14, 2004.

Car Show entrants will assemble by class no later than 8am in the rear parking lot, of the Host Morel Saturday morning for dispatch to the Old Mesilla Plaza. Staging on the Plaza will be by class; the streets are narrow and the Plaza area will be blocked off for us, therefore, the timing and proper staging will be very important. ALL car show entrants are urged to arrive at the Morel prior to 8am. A limited block of rooms have been set aside at the Best Western Mesilla Valley Inn, 901 Avenida de Mesilla, 505-52+ 8603 or 1-800.327-3314. Please mention British Car Days for your discount. The inn is located just north of I-10 at exit 140. The Inn will serve as our event headquarters. Room rate for a double room is \$58.00.

Tour/Poker Run will be an entertaining tour of the Mesilla Valley combined with playing cards for Poker hands. Awards will be given for the best Poker hand down to 3rd place

Car Show awards will be presented for marques or classes, depending upon the number of pre-registered vehicles as of April 14, 2004. A minimum of 3 cars of the same marque or model will be considered as a class. Marques with 2 or under entries and modified and kit cars will comprise the Unique Class. President's Award: chosen by participating past and present British Car Club Presidents. Best of Show: voted on by participants. Premier Class: all 1st Place and Best of Show winners from the 2003 show. Special Mayor's Award. Farthest miles driven from to the show. Those entrants not checking in on Friday will receive their registration packet upon registration at the Plaza on Saturday morning. Individuals with items for sale may include a typed list with prices, name and phone number along with your entry form. We will include a copy in all registration pack. etc. Registration forms are available through the Triumph Trumpeter Newsletter Editor. Send the registration to: BMCSNM, PO Box 2703 Las Cruces, NM 88004 For info call 505/524-8887-Nancy or Ed Mackey Email: Lareina1@Zianet.com

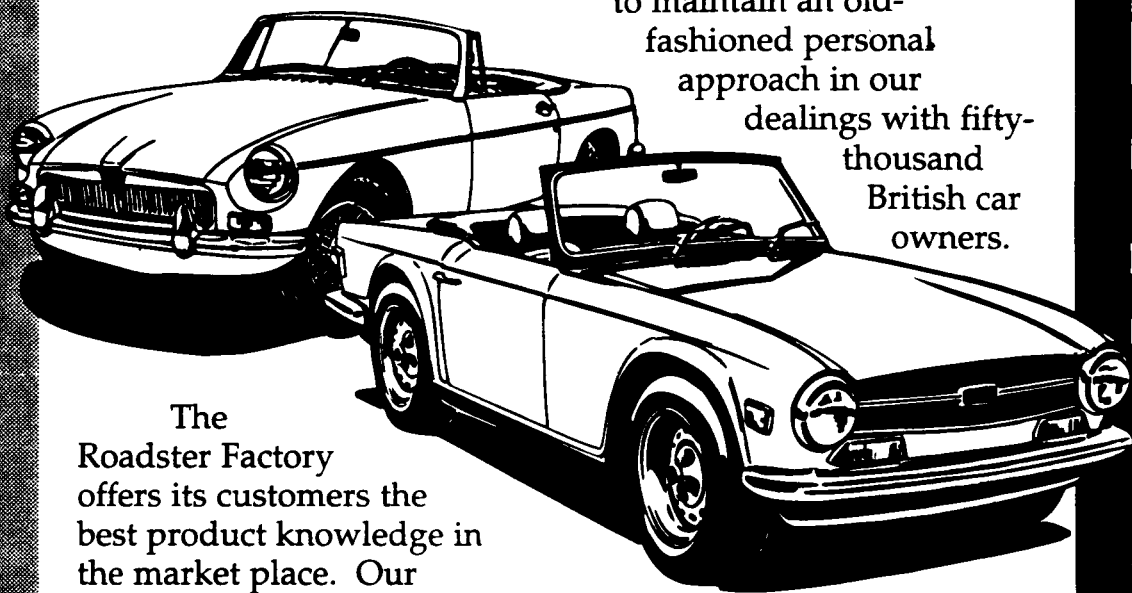
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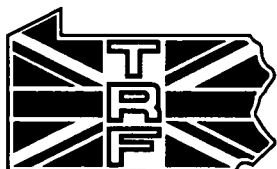
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The Roadster Factory offers its customers the best product knowledge in the market place. Our salespeople answer questions about parts, and they can do part number research. Our technical research representative knows most models well to the nut-and-bolt 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 possible service to British car enthusiasts



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