



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

MAY 2005

VOL. 26 Issue 5

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COMING EVENTS

CLUB MEETING:

MAY 10 - 7:00 PM

EL ZARIBA SHRINE

552 NORTH 40th STREET

COME EARLY -

HAVE DINNER -

SUPPORT OUR
BENEFACTORS!

Breakfast Run

May 15th

National British

Car Week

May 29th - June 4th



British Euro Auto Tour

By Deta Hampsh



Sunny Saturday at the B.E.A.T.

Photos by Stu Lasswell

About 110 beautiful cars took part in the event this year. The B.E.A.T. had its first crash; a pink Caddie that was driven at the last minute instead of a Rolls met misfortune. I am not sure of the cause or whether or not there were injuries. The governor was in attendance at Cottonwood. The weather was beautiful! ...Then the "fun" started for me. My TR-7 started getting hot going through Oak Creek Canyon & died as I pulled into the Little America Motel driveway in Flagstaff. Some kind gentlemen (BMW & MG members) pushed my little car into a parking space while I went in & registered. It started raining shortly after, and we all woke up the next morning to find our cars covered with about 1 inch of SNOW!!! "English Bob," our tow truck assistant, had his job cut out for him!! I know he helped at least six cars with problems. Mine was one of them with sticking carburetors. I saw him helping Steven with his Rolls, and I told Steven I did not think Rolls broke down like the rest of us. His answer was, "They do, but they do it quietly!" I finally got away from Flagstaff about 1:30 p.m. after Bob used carb cleaner on my carbs.



I was the last one away as far as I know & literally left on a prayer. I knew I had to get within 100 miles of home to use my

(B.E.A.T., continued on page 5.)

2005 DUES ARE DUE

All members who have not yet renewed their membership for the 2005 year are requested to pay their dues as soon as possible. Non-members are invited to join. A Membership Form is available on page 5 of the March issue.



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 Ron Gurnee at 480-816-0836

Permission to reproduce anything in this news-letter 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 May 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

Diane and I were out of town so we missed the last meeting, but we heard through the grapevine that some good things occurred during the month.



Apparently the Governor signed the House Bill on Emissions and we're good to go – finally.

Many thanks to John Horton and all his work with the Hobbyist's Council. We couldn't have gotten this far and achieved our goal without his efforts and the efforts of everyone who got involved by contacting their Representatives and Senators.

The Bylaws have been revised, thanks to Ron Gurnee and his hard work in bringing them up to date. We are e-mailing them out shortly and would like all members to look them over and either bring editing suggestions to the next Club meeting or e-mail me with your revisions. I believe these latest Bylaws now bring our Club more in line with our Mission and Objectives.

At this time we are still working on finding a good printer for the Club. I will let everyone know what kind we purchase and how it's working for Newsletters and other Club items.

We heard that the B.E.A.T. was one of the most interesting and challenging trips those little British cars have made in a long time. It seems there were accidents, snow, rain, bad roads and other hazards people had to deal with. At the very least I hope they all had fun, fun, fun driving. If anyone has any stories to tell about the trip, please bring them to the May meeting and we'll set aside time for your tales of fun and woes.

My little British car garage building project is off to a good start. The concrete contractor is coming out this week to dig the foundation and lay the concrete pad. Then I can purchase the metal garage posts and sides and begin to put those pieces up. I'm also laying the electric for

(Prez Sez, continued on page 4.)

MINUTES OF THE APRIL MEETING

We met at the Shriner's once again with about 25 present. Stu sat in as acting president as the Auberts were in Mexico. We had two guests. Wayne, better known as Kiwi, from New Zealand has a recently acquired white TR-6 and became a new member. He had a friend from San Diego with him. Sorry I never heard the name. Mike Christopher was also a guest who wanted to sell his white TR-6, which is listed in the newsletter "Classic-fied" section.

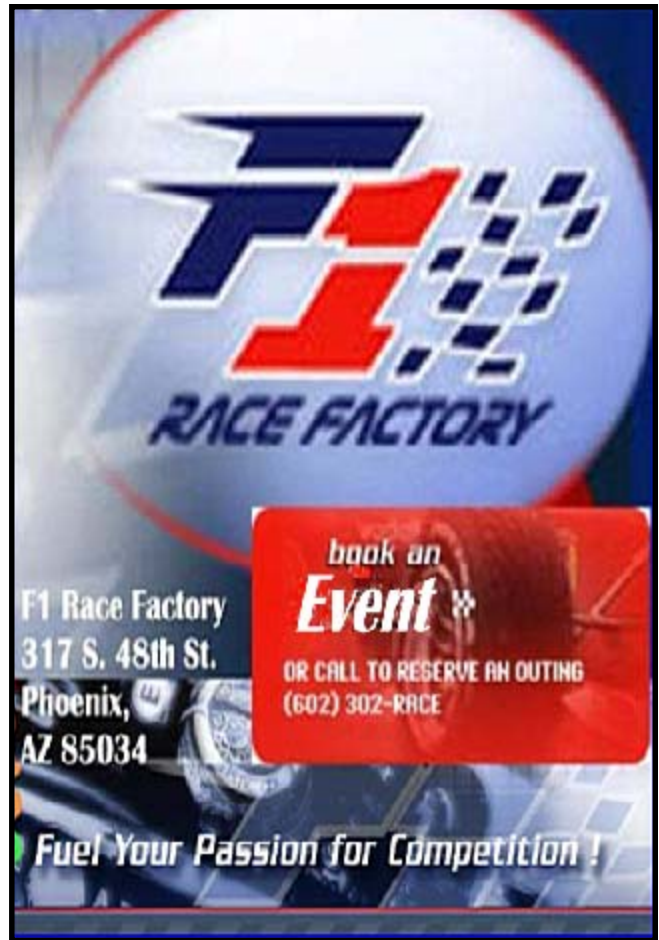
Minutes were approved as printed. The treasurer said we are still doing great. There will be about 4 TR's going on the BEAT from our club. Stu had a long list of upcoming events. See the complete list in the newsletter "Coming Events" section. The breakfast run in May will be hosted by us, planned by the Nusses, and will be held on May 15th. Don't forget the summer hours to meet at 7 a.m. and leave at 7:30. John Horton gave an update on the emissions bill. It has passed all stages and is waiting for the governor to sign. (An update- the bill has been signed by the governor and has now been sent to the EPA for approval.) The newsletter editor is still requesting articles for the newsletter.

Tech Talk was about transmission conversions and the many uses of Kroil. The meeting was adjourned.

Deta

MAY IS FOR MAX BREAKFAST RUN

DCTRA will be sponsoring the British Breakfast Run in May. We'll be using this event to support one of our chosen charities, Max's Market. This is a foundation that provides a shop for the patients in the Pediatric Intensive Care Unit of Phoenix Children's Hospital. Children can choose toys, clothing, and other goodies from the shop to help brighten their stay. We were told that this time of year our support is especially welcome, as heart surgeries are performed in summer, if possible, to reduce the



threat of respiratory infection. Infant items are most needed, but all ages up to 18 are served by the Market. Please note that for sanitary reasons, all items must be new and unused. Here's their wish list:

- * Infant toys - especially those that light up and/or make noise
- * Toddler toys - especially those that light up and/or make noise
- * Toys for all ages
- * Clothes and pajamas for all ages
- * Baby blankets, onesies, and sleepers
- * Teen gifts - portable CD players, small hand-held games, nail polish, magazines, etc.

Further information on Max's Market may be found at www.phxchildrens.com/support/specialwaysto_give/maxmarket.html

TECH TALK

WHAT DO I LOOK FOR IN BUYING A NEW BATTERY?

<http://www.batteryfaq.org/carfaq7.htm#agm>

Last Updated on April 29, 2005

In **hot** climates, keep your car battery as **cool** as possible. For under the hood, use a non-sealed wet starting battery (with filler caps so you add water) or a sealed spiral wound VRLAAGM battery.

VRLA AGM (Absorbed Glass Mat)

Sealed Absorbed Glass Mat (AGM) batteries (also known as "starved electrolyte" or "dry") have a very fine fiber Boron-Silicate glass mat between their plates. They have all of the advantages of the maintenance Free (Ca/Ca) batteries plus: Safer (due the much lower production of hydrogen gas during charging), Do not require water, Lower self-discharge rate (typically 1%-2% per month), Longer service life, Higher resistance to vibration, Lower deep discharge failure, Higher bulk charge acceptance rate (which means up to a 15% shorter recharge time and reduced cost), Withstand **heat** better, Do not require special hazardous shipping and can be used in salt water applications, Spill proof and can be mounted in virtually any position (because they are sealed), Charging losses of 4%

and maximum continuous discharge rate 33% of their capacity, Can be used inside a semi-enclosed area, like the passenger compartment or trunk.

Relocating the vehicle's starting battery to the passenger compartment or trunk is becoming more popular because vehicle manufacturers want to extend their "bumper-to-bumper" warranty periods, to avoid underhood temperature extremes, to provide more weight in the rear, or to save underhood space. They use RGT (Recombinant Gas Technology), which simply means that 90% or more of the gasses are recombined back into water during recharging and contained within each cell. AGM batteries are more expensive than wet Maintenance Free (Ca/Ca) batteries. Some AGM batteries, for example Concorde, can be equalized. They will accept all the power that a charging system will produce. This means if you are using an alternator sized at 25% (or less) of the capacity of the battery bank, **it is possible to overheat an air cooled alternator and burn it up during a long bulk charging phase.** *For large capacity battery banks, using a high output alternator, voltage regulator with an alternator temperature sensor or water cooled alternator is highly recommended. A thermally protected alternator that is 33% of the capacity of the battery bank is recommended.*

You can expect AGM car batteries to be in the \$80 to \$120 range as more competition occurs. Examples of sealed AGM batteries are Concorde's Lifeline, Delphi's Freedom Extra, Hawker's Odyssey, New Castle, and GM's ACDelco's Platinum. An AGM battery can normally replace a wet Low Maintenance (Sb/Ca) or wet Maintenance Free (Ca/Ca) battery, but a wet Low Maintenance (Sb/Ca) battery normally cannot replace an AGM battery without adjusting the charging voltages. *Expect to see 36-volt AGM car batteries with 14/42-volt dual or 42-volt electrical systems offered by some of the premium car manufacturers starting in the 2003 model year. In the near term, you should expect to see more sealed AGM batteries replacing wet Low Maintenance and wet Maintenance Free lead-acid batteries. Longer term, Lithium Ion (Lilon) batteries will be used in hybrid automotive applications, which might eventually be replaced by fuel cells in the next 10-20 years.*

JIM MEDLAND, President
ROSS VAUGHAN, Parts Mgr.



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(B.E.A.T., continued from page 1.)



AARP towing. I "stuttered" along in slush (rain & snow mixed) until I got to mile marker 273, about 69 miles from home, when I had lots of white smoke coming from under the hood and into the car. It made my eyes water so I rolled down my window to use my cell phone to call for a flatbed to get me home. Guess what!! I am in the mountains and my cell phone does not work. I really thought I would have cell phone service all the way home. I get out of the car & stand beside it (right side of course so all I will do is get wet with sprinkles and not hit by traffic). I try to flag a semi for help but no luck.

I decide I better be talkin' to the Guy upstairs! Next thing I know a man stops to see if he can help. He says he will take me down the road to an area where my cell phone will work. It takes about a half hour to convince the young girl on the phone that the keys do not need to be in the car to pull it up on a flat bed; the wheels are already straight and the car can be put into neutral by just using the clutch. The gentleman who helped me was from Colorado going to Sun City. When he found out I needed to go to Glendale, he said he would take me home; it would be on his way anyway.



I got home at 4 p.m. and "BABY," my car, arrived at 6:30. I never had a name for the car till now, when I've discovered it wants to be "babyed." We are both now home safely. I have no idea what the final diagnosis will be, but I don't think I will be able to drive it any time soon.

(Prez Sez, continued from page 2.)

it. I suppose I'll have a window AC unit so I can keep restoring my cars in the heat of the summer. Perhaps I can persuade some of you thirsty DCTRA'ers to come out and drink beer and eat Aubert-provided snacks if I need help putting the garage up!

Just a reminder that Beth Horton has sent a message out about this month's Breakfast Run on the 15th at 32nd St. and Shea Blvd. that the DCTRA is hosting. This is one of our Club's charitable events for the year — if at all possible, please support the charity and this event by coming out on Sunday at 7:00 a.m., leaving at 7:30, and bring an item or two for Max's Market, the little store for children in the Pediatrics Intensive Care unit of Phoenix Children's Hospital. Of course, you can always donate an item or two at our next monthly meeting on the 10th and Beth and Diane will be sure to get your donations to the Hospital.

Hope to see you at the May 10th meeting at El Zariba Shrine Temple. We hear it's a great place to meet now.

Rich



(Calendar of Events, continued from page 9.)

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



May

Hi everyone,

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

Fri 29th - Mon 2nd May

16th TSSC IOW Camping Weekend - Appuldurcombe. More info and booking form now available here

Sat 7th - Sun 8th

Triumph Sports Six Club South of England Meet - Leatherhead Surrey. Tel TSSC HQ 01858 434424 for more info

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Tue 10th **VHVC Club meeting** - At the Riverside Centre, Newport from 8pm will include a talk on working on the Orient Express. *Please check your magazine for more info.*

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

Sun 29th **Standard Triumph Marque Day** - (Part of The Best of British Festival) Gaydon

Sun 29th - Mon 30th **2nd Beale Country Park Classic Car Show** - Reading. Tel 01527 871150 for more info

Angela & Graham
Isle of Wight Triumph Club

Why did the English build them that way?

The US standard railroad gauge (width between the 2 rails) is 4 feet, 8.5 inches. An odd number eh? That gauge was used because that's the way they built them in England and the US railroads were built by English expatriates. But why did the English build them that way? Because the 1st rail lines were built by the same people who built the pre-railroad tramways and that's the gauge they used.

The folks who built the tramways used the same jigs & tools that they used for building wagons that used that wheel spacing. Why did the wagons have that particular spacing? Any other spacing and the wheels would break on the old, long distance roads in England because that's the spacing of the wheel ruts. The first long distance roads in Europe and England were built by Imperial Rome for their legions and have been used ever since.

The ruts were formed by Roman war chariots. Since the chariots were made for and by Imperial Rome, they were all alike in wheel spacing. The U.S. standard railroad gauge of 4 feet, 8.5 inches derives from the original specification for a Roman chariot.

Specifications and bureaucracies live forever. So the next time you are handed a specification and wonder what horse's rear came up with it, you may be exactly right, because the Roman war chariots were made just wide enough to accommodate the back end of two war horses. Thus, we have the answer to the original question. Now the extraterrestrial twist to the story: When we see a Space Shuttle sitting upon its launch pad, there are 2 big booster rockets attached to the sides of the main fuel tank. They are solid rocket boosters or SRBs. The designers preferred to make them a bit fatter, but they had to be shipped by train from the factory to the launch site. The railroad line from the factory had to run through a tunnel in the mountains that was slightly wider than the railroad track (about as wide as 2 horses rear ends). So, the major design feature of what is arguably the world's most advanced transportation system was determined over 2 thousand years ago by the width of a horse's rear. And you wonder why it's so hard to get ahead in this world.

-Courtesy of John Horton

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Kart Racing



Here is a photo of Tyler Riddle on his go-kart. Honda CR-80 powered six speed shifter. Two weekends ago at Firebird East track the data logger on the kart recorded him pulling over 2g's for a sustained period of over three seconds when he was going through the Turn 4 flat out in fifth gear. He hit a peak G load of over 2.5g at the apex of the corner. Not bad for a kid that turned 13 just three days before the event.

Calendar of Events

May 7th — The Arizona Mini Owners invite us to join them on the 3rd annual "Spring into Summer" Rally. This will start from the Albertson's parking lot at I-17 & Carefree Hwy-gather at 11:00 to leave at 11:30. Cost will be \$2.00 per car to cover printing costs. Lunch is planned at a fish & chips place (\$5.95ea for daily special). You will need a navigator for this one! This is NOT a timed event and there will be no prizes awarded but all entrants who finish will receive a special memento. There is a cost of \$2.00 per car plus your lunch. Please contact Philip at philipblahak@earthlink.net or 480-985-2531 to sign up so he can prepare enough instructions.

May 10th — DCTRA Meeting Dinner at 6:00, meeting at 7:00 p.m. at El Zariba Shrine, 552 North 40th Street, Phoenix.

May 15th — May Is For Max Breakfast Run, 32nd & Shea, Meet 7 a.m., Leave 7:30 a.m. Note summer hours.

(Calendar of Events, continued on page 8.)

(Calendar of Events, continued from page 7.)

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 Marques - More information at www.sandiegobritishcarday.org.

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 partici-

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(Calendar of Events, continued on page 9.)

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 = 1974 TR6, California and Arizona from new, new balls joints, new seat foam. 32nd St. and Union Hill area. Mike Christopher 602-569-6414 (5/05)

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. \$4,500 OBO. Paul 480-830-8770 (5/05)

(Calendar of Events, continued from page 8.)

pants 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. · Triumphest 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 Triumphest, 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

(Calendar of Events, continued on page 5.)

HIGHWAY HUMOR



"Stephen usually opens the bonnet when something goes wrong."

The 2005 TRA National Meet

Don't Leave the Driving to Us!

For those of you who love to drive your cars, we have some absolutely beautiful and challenging drives set up. A few of us went to Branson the beginning of April so that we could test them out (a necessity of the job). Believe me; if you aren't excited after making some of these drives, then we need to make sure you're still breathing! There will be scheduled breakfast runs on both Thursday and Friday mornings (different courses and restaurants), a scheduled Poker Rallye on Friday, and own-your-own scenic drives to the west of Branson, the south of Branson, and a City of Branson scenic tour to the Stone Hill Winery. If this isn't enough, then get a map and take off in any direction for winding, twisting roads.

We've also designed an Auto Cross that we feel is unlike any you've ever driven – it will be second to none. Most that I've seen have always been contained in a large, level parking lot, with reasonably good challenges. The one that we've designed will run through the Hollister Industrial Park and spans multiple elevations and quite a few right, left, hairpin, and U-turns. We will have electronic timing gear that will monitor your time to the 1/1000 of a second, along with a rather large display board, so you can see your time as you finish the course. Depending on your aggressiveness, the course should run between 60 and 90 seconds, and there should be time for at least 2, if not 3 separate runs per driver.

And for those who didn't already have enough to do, we've scheduled a Fun-khana on the Thursday afternoon schedule of events. As always, this should be a fun driving event for you and your co-pilot.

The "Early Bird Deadline" has passed, however, there's still time to get your registration to us and still get 7 **FREE** raffle tickets good for the door prize giveaway at the Awards Banquet on Saturday night. If you get your registration postmarked on or before May 31, you'll get the tickets and still get the reduced rate of \$65 for full registration. You'll also be guaranteed TRA seating at the Riverboat Dinner and Cruise (if selected), and your meal choice at the Awards Banquet, not to mention the Welcome Dinner and festivities.

There are some great door prizes already, so we urge you to take advantage of this offer. Some of the incredible prizes already donated include a **pair of tickets** on Continental Airlines, the **top of your choice** from Robbins Auto Tops, and a **walnut custom steering wheel** and horn assembly for a TR4 from Classic Sports Cars.

The schedule of events, registration form, contact information, and links to all Branson information is on our website at www.TexasTriumphRegister.org. It's also available on the TRA website at www.TriumphRegister.com, and on the VTR website at www.VTR.org. **Don't miss the Registration Deadline** - make your reservations and get your registration in **TODAY!!!**



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.



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