



TRiumph TRumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTER—TRIUMPH REGISTER of AMERICA

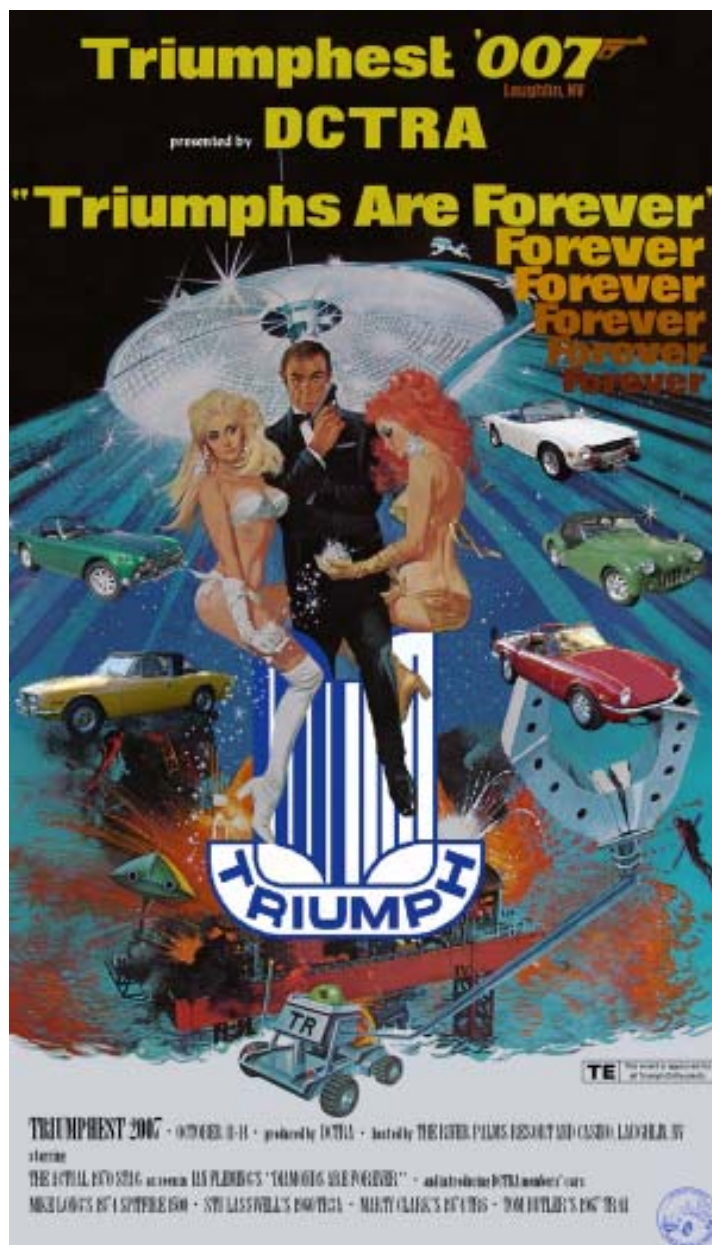
PROMOTING TRIUMPHS AROUND THE WORLD
WITH OUR SISTER CLUB,
THE ISLE OF WIGHT TRIUMPH CLUB, U.K.

May 2007

VOL. 28 Issue 5

GREAT TFEST POSTER	1
PREZ SEZ	4
MINUTES	3
LETTER FROM THE EDITOR	6
MEMBERSHIP FORM	15
CALENDAR	8
CLASSIC-FIED/HUMOR	8
TECH ARTICLE	11
TRIUMPHEST	18

CLUB MEETING:
MAY 8TH - 7:00 PM
EL ZARIBAH SHRINE
552 NORTH 40TH STREET
COME EARLY-
HAVE DINNER-
SUPPORT OUR
BENEFACTORS!



Best TRIUMPHEST Poster EVER!!!!

Designed (parodied) by Dave Fore.



2007 Officers

President

Stu Lasswell
480-786-0116
debntu2@yahoo.com

Vice President & Events

Mike Long
480-544-8355
mlong76@hotmail.com

Secretary

Deta Hampsch
623-434-1999
dehamps6@aol.com

Treasurer

John Reynolds
480-968-6078
johntempe8@worldnet.att.net

2007 Appointees

AAHC Rep

John Horton
602-843-1399
johnhorton@yahoo.com

Distribution

Gene Glenn
602-264-2534
geneglenn@phoenixazcommercialproperty.com

Historians

Armand LaCasse
602-904-1037
alacasse@valleycathedral.org

Membership

Marty Clark
480-962-7848
martyclark@gmail.com

Newsletter

Speros "Jim" Andres
480-830-1874 / 480-628-7635
jimandres1@cox.net

Tech Advisors

Armand LaCasse
602-904-1037
alacasse@valleycathedral.org
& Roy Stoney
602-231-0706
royston469@msn.com

Triumphfest 2007

Wayne 'Kiwi' Treloar
480-986-1268
treloar99@cox.net

Webmaster

Dave Riddle
480-610-8234
dave@microworks.net

Membership

Contact Marty Clark at
480-962-7848 for
membership information.

Dues are \$18.00 per year

Minutes of the April Meeting

The meeting opened at 7:20p with about 30 members present.

Our guests & new members included Vera Arney with a TR7 Spider convertible, Jeff Deets with a '79 Spitfire, Bob Macelroy with a '78 TR250, Marilyn Larson with a '61 TR4 & Bill Pettengell with a '60 TR3A.

Minutes were approved as printed.

The Treasurer reports that we still have lots of money with only a little going out for expenses. Our insurance is due and payment was unanimously approved.

Check Mike Long's article for detailed list of upcoming activities. Highlights are that there will not be a breakfast run this month. Instead we hope you will take part in the BEAT on April 21 & 22.

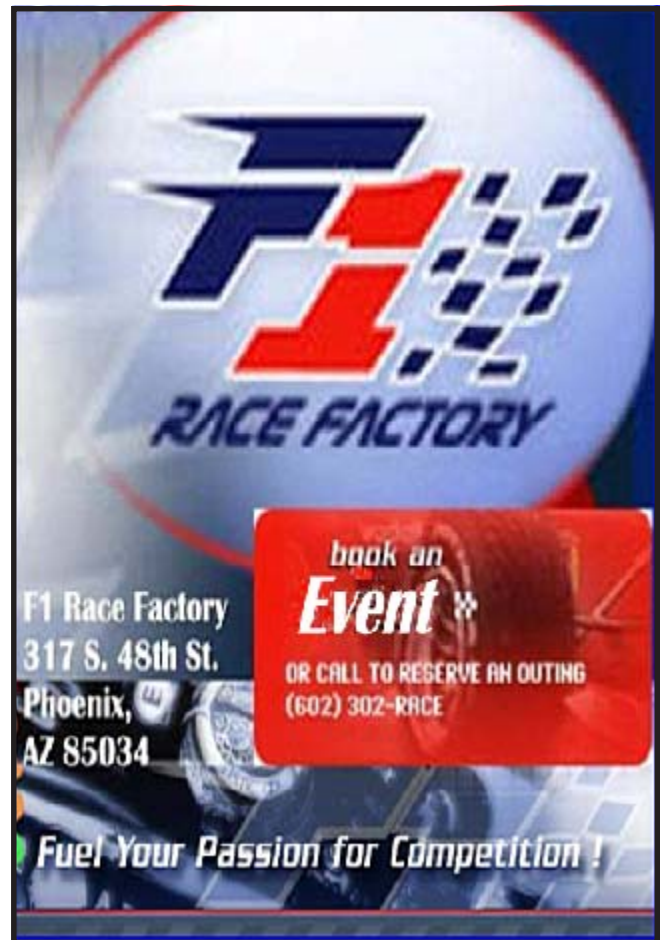
May 12 we will travel as a group to view the "Curves of Steel" exhibit.

May 26 is a BBQ at Mike Long's house. He is hoping the pool will be warm enough.

On Sunday April 29 at 3 PM there will be a Triumphest planning meeting at Kiwi's home. Please let him know if you plan on attending.

Everything will be ready by May to register on line for Triumphest, being able to pay by Pay Pal.

We will be sending a donation to the Hospise in the DCTRA's name in memory of Elaine Gurney. Meeting adj. Deta H.



WELCOME NEW MEMBERS

Kenneth Thompson
Chris Hansel
Bill Pettingell

Past members coming back:
Andy Kellogg




THE PREZ SEZ

May is here, and already we are getting into the very high Nineties! We may have a hot summer coming up, so try to enjoy some top-down driving while you can. The evenings are still very pleasant, so this is a great time of year to check out (meaning take your Triumph to) one of the cruise nights taking place every weekend around the valley. Wherever you live there's got to be one on "your side" of the valley. At last Friday night's east valley cruise I overheard someone say that it must be Triumph Club night, as we had THREE TR3's and a Spitfire together in our row. That's the kind of presence that gets people asking about our Club.

Speaking of attendance, we had 13 Triumphs take part in this year's BEAT tour. Not bad, mind you, but there were as many Porsches and Alphas, and even a greater number of BMWs included in the 150 cars sharing the road. That is, of course, according to the list of vehicles registered... I know some people were scared into their "modern" cars by the very real threat of bad weather.

True, it did look pretty menacing at O-dark-thirty when we met in the parking lot at I-17 and Dunlap, but the weather just continued to get better as the weekend progressed. As member Craig Kenyon is fond of saying, "There's no such thing as inclement weather; only inappropriate attire!" I would have to say



20% Labor Discount for
DCTRA Members

Computer & Network Maintenance and Repair
Serving the Phoenix area since 1994

Dave Riddle
480-610-8234 or dave@microworks.net
<http://www.microworks.net>

that our biggest complaint concerns the lack of donuts in Wickenburg... they brought out about half as many as there were people there!

I am happy to report that I heard of no Triumph having to ride the trailer, or having any serious malfunction. In fact my TR3 may have been the closest thing to a mechanical breakdown, as my car started making a sickening racket from under the hood just as we left Highway 93 at the Baghdad exit. It seemed to be coming from the generator, and I can say that the noise was scary enough to cause the fellow travelers huddling around to see under the hood to scatter for cover when I started her up! We deemed that there was nothing to do but soldier on and see how far it would last before the bearings seized up and ripped out the fan belt. Alas, after about five minutes of driving, there was a sudden clattering sound and the awful noise went away completely, leaving only that bright red glowing light on the dashboard to indicate that anything untoward had ever happened! Now, I'm always telling Debbie that British car electrical systems have a way of fixing themselves if you wait long enough, but even I didn't really think that my troubles were over. We soaked the back of the generator down with lots of WD40 and Moly-Lube, crossed our fingers, and continued onward. When we got to Flagstaff we went to the Target and bought a battery charger, and I hauled the battery to our hotel room and charged it up for a few hours, even though the old Triumph didn't seem to be having any trouble cranking into life. The rest

of our trip was uneventful, and I presume everyone else got home without mishap.

A journalist who was along for the trip, mooching rides and taking statements, talked to me a bit after the breakfast. She said that her article about the BEAT tour would be in the following week's Arizona Republic, but I didn't expect much. Well, we actually got quite a decent article, and at least in the east valley versions she even included a nice photo of our TR3 (taken the previous year) that I assume she got off the BEAT website. She even quoted me quite a bit, which allowed me to make mention of the DCTRA! Maybe that will make our presence known to some Triumph owners out there who were unaware of us. She did, however, repeatedly misspell my last name, and I heard that version several times at work last week. It could have been worse... she might have left off the first letter! Oh well, as they say in Hollywood, any press is good press!

Post Your TR Story

All members that Register with the website (<http://www.dctra.org>) can post a profile and history of themselves and their car(s) along with a photo. Visit the site and on the membership page you can find a detailed step-by-step process (including pictures!) of how to do it.

Update Your Triumph Membership

Marty has posted the updated membership list on our DCTRA.org website (see files section). It's updated through the January Brunch meeting. He is still accepting digital pictures of your car (s) to include on this list.

Club members voted to remove unpaid listings, so these will no longer receive club emails. If you would like your membership to be renewed, bring your payment to an event, meetingmail a check (made out to DCTRA) to our Treasurer, **John Reynolds**, 806 E. Campus, Tempe, AZ 85282.

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



HIGHWAY HUMOR

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



Letter from the Editor

Greetings from your new Newsletter Editor, Speros "Jim" Andres (with Dave's assistance).

I have been a member of the DCTRA since October of last year.

As many of you know I ma in thoes of my first attempt at a frame off restoration of my '66 TR4a IRS. With the welcome help of Bill Close, et al.

Prayers, Words of Wisdom and encouragement are accepted any time during this TRYing process.

In the meantime I whole-heartedly welcome your providing me with ideas and articles and funny asides that can be provided to the rest of the memebrship.



TRIUMPH 2007 WEBSITE

<http://www.triumphest.com>

Triumphest 2007 » Welcome - Microsoft Internet Explorer

File Edit View Favorites Tools Help

Back Forward Stop Reload Home Search Favorites Media Print Mail News RSS Feeds

Address <http://www.triumphest.com/> Go Links

Google G Go Bookmarks 18964 blocked ABC Check Settings

Triumphest 2007
Triumphs Are Forever

Home Contact Us Gallery On-Line Registration
Welcome

Welcome

The Desert Centre Triumph Register of America
Cordially Invites All Triumph Car Owners
and Enthusiasts to come join us for

TRIUMPHEST 2007

Come join us for Triumphest to be held at
The River Palms Resort and Casino, Laughlin, Nevada
October 11th thru October 14th, 2007

[Download
Registration Form](#)
(in Adobe PDF format)

[On-Line
Registration Form](#)

Event Calendar

« Apr » Jun »

May 2007

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		EO

Upcoming Events

May:
mmtee Meeting (4:00 pm)

June:
mmtee Meeting (4:00 pm)

Categories

Event Ideas
Events
Uncategorized

Links

DCRA

Done Internet

Calendar of Events

May 12 — Curves of Steel: Streamlined Automobile Design. Meet in front of Museum at 10am SHARP

Phoenix Art Museum, 2501 North Central. This is a show featuring the aerodynamic car designs of the 1930's through the 1990's, and will have 20-plus of the finest automobiles representing "sculpture on wheels". Included are a 1938 Talbot-Lago T150C Teardrop, a 1936 Stout Scarab, a 1948 Tucker, and a 1996 McLaren F1. Show runs from April 1 to June 3

May 20 - Interclub Breakfast Run to Augusta Ranch in Mesa. This event is being hosted by DCTRA Club. We meet promptly at 32nd and Shea at 7am, depart for run at 7:30am.

May 26 - DCTRA Memorial Day Weekend Party at Mike Long's house in North Scottsdale, anytime after 5pm. You can contact Mike anytime at 480-544-8355 to determine what you could contribute to the party.....

June 3 - The Triumphest 2007 committee meeting at F1 Racing Factory at 4pm, as per Kiwi Treloar. This is due to the conflict with the holiday weekend!!

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.

Triumph TR4
Needs total Restoration. Rust Free AZ Car. Powder-coated frame. Needs complete interior kit, Top, Paint. Body is Straight.
\$3,000
TR3 parts also available
Bill Close 602-524-5351
Mesa, AZ

Extensive list of TR-4 parts. Too many to list.
Contact Marilyn Larsen at 602-275-1398

Dave Riddle has a supply of lease return Dell computers for sale for \$270. They are +2GHz Pentium 4 systems with +256MB of RAM, +20GB Hard drives with XP Pro for the operating system.
480-610-8234

Cruise Night Locations



Location: 202 and Recker road N E corner

4th Sunday of every month

3:30 pm - 6:30 pm

<http://www.rmchurch.org/mens/ci.html>

Gerry Groeber

Cell 602-430-4094

Fax 480-218-4394

GerryGroeber@msn.com

2007 Vintage Triumph Register National Convention



July 17 - 21, 2007
SHERATON PARK RIDGE HOTEL
Valley Forge, Pennsylvania



July 17-21, 2007 the Vintage Triumph Register will hold their National Convention at the Sheraton Park Ridge Hotel in Valley Forge, Pennsylvania. VTR's Chief Judge, Darrel Floyd, anticipates a large turnout as it has been many years since VTR has met in the Mid-Atlantic Region! The host club, Delaware Valley Triumphs, will present "**Triumphs Forge Ahead**" to celebrate the 50th anniversary of the TR3A. Join your fellow Triumph enthusiasts and visit www.VTR2007.com today to obtain complete convention information. Please make your reservation soon to stay at the host hotel as we are planning for record attendance! Thank You!

Dave Samtmann Phone: 215-805-4412
2007 VTR Publicity Chairman
25 Cedar Brook Drive
Churchville, PA 18966-1101

halkyon1@yahoo.com

Contributors

We would like to encourage every member to help with newsletter submissions. We welcome all TR stories, articles and photos.

Best Regards and Thank You to the following Contributors and Advertisers who support our current newsletter: Delta Motorsports, F1 Race Factory, Inc., Import Car Parts, MicroWorks Computer Networking and Maintenance, Moss Motors, Ltd., The Phoenix Flower Shop, The Roadster Factory, Stu Lasswell, Mike Long, Marty Clark, Dave Riddle, John & Beth Horton, Mike Long, Jim Bauder, John & Kathy Nuss, Shirley Blahak anyone else we missed. Thank You!

OpenRoads British Car Show at Tahoe Registration for June 2007 Now Open

SUNNYVALE CA(January 15, 2007) – Registration for the **OpenRoads 2007 British Car Weekend at Tahoe is now open**. The meet is hosted by the Golden Gate Austin Healey Club of Northern California. forms are available at the Club's website: www.GoldenGateHealeys.com.

OpenRoads 2007 welcomes all owners and enthusiasts of British cars of all makes. It will be held Friday June 8 to Sunday June 10, 2007 at the Horizon Casino and Resort at Stateline NV on the south shore of Lake Tahoe. The event will start Friday June 8, 2007 with check-in and evening reception. On Saturday, June 9, there will be a day of tours and autocrossing, followed by an awards event in the evening. On Sunday morning June 10 there will be a morning car show and awards ceremony followed by departure early that afternoon.

A registration fee of \$50 covers one car and two adults. Additional adults are \$20 each; additional cars \$20. There is no charge for children under 15. There is a \$30 charge to participate in an unlimited number of autocross runs. Award dinners are priced at \$48 each person. Double rooms will be available at the Horizon at a special rate of \$97 per night (single or double); \$107 (triple occupancy) and \$117 (four). Taxes are not included. Registrants must have a registration number issued by the Golden Gate Austin Healey Club to obtain this special rate.

Payment is by check only. Send payment and registration form to John Trifari, 1160B La Rochelle Terrace, Sunnyvale CA94089. Questions: 1-408-541-9608 jtrifari@comcast.net

The Golden Gate Austin Healey Club invites you to OpenRoads 2007—a Spring weekend for owners and enthusiasts of British cars of all makes—at beautiful Lake Tahoe.

1. **When:** Friday June 8 to Sunday June 10, 2007

2. **Where:** Horizon Casino and Resort in Stateline NV (Lake Tahoe South Shore)

3. **Prices:** Registration fee for the weekend is \$50.

This covers two adults and one British car.

Additional adults are \$20 each; additional cars are \$20 each. We have arranged for 200 rooms at the Horizon at a special discounted room rate of \$97 per night (single or double); \$107 (triple occupancy) and \$117 (four). Taxes are not included. Registrants must have a registration number issued by the Golden Gate Austin Healey Club to obtain this special rate. There will be additional charges of \$48 per adult for the Awards Banquet, and an autocross fee of \$30. There is no registration charge for children under 15; children's price for the Awards Dinner is \$30.

4. **Activities:** Check-in and reception on Friday, June 8. On Saturday there will be a day of autocrossing and tours around Lake Tahoe on roads that seems to have been designed specifically for British cars. On Saturday night there will be an awards dinner, followed Sunday morning by a car show and departure.



Technical Article

“Andy Graybeal a long time member of Triumph Travelers Sports Car Club is writing a series of articles to appear in the TTSCC’s newsletter, Tales and Trails. The series titled Triumph Offshoots will feature many of the early TR based sports cars that were offered in the ’50s. When I saw his first article that discusses the Peerless GT in the April issue of Tales and Trails, I sent an email to Andy asking for permission to reprint the series in the DCTRA newsletter and he agreed. Future articles may well feature the Dove, Italia, and some of the lesser known TR specials and limited production models.”

Triumph Offshoots, Part 1: The Peerless GT Story-From WWI American army truck to Le Mans class winner in 42 years

It occurred to me that some of the offshoot cars utilizing the Triumph engine and running gear, cars such as the Morgan, the Italia, the Swallow Doretti and the Peerless might make interesting reading. The TR Register’s forum has special room for the above makes, so a little inquiry posted brought and answer from one Frank Wright, owner of the blue Peerless on the cover. He provided the picture, as well, and an excellent high res picture it is, taken by Nigel Cluely, the owner of the white car, a Phase 1.

The Peerless GT is a two-plus-two with an early Pininfarina style as interpreted by an English builder of specials, Bernie Rodger. It always takes an enthusiast with a lot of funds to get such a project out of the gate and such a man was one James Byrnes, a successful hotel owner from the Midlands. The Saxon Mill in the photograph is one of Byrnes’ hotel-restaurant properties and the “spiritual home of the Peerless Marque”.

In 1956 Jimmy Byrnes dreamed of a car with racing potential without sacrificing ordinary



practicality and possess prospects of a small production run, which would appeal to club racers. The use of Triumph components was a natural choice since a good number of management types at Standard Triumph were regulars at Byrnes’ restaurant. Rodger designed and fabricated a light weight space frame made from 1 X 1 3/4 inch steel tubing. A reliable TR-3 engine, transmission, front suspension, steering and rear springs filled out the mechanical component list.

The initial prototype, clad in a “shapely” two-seater aluminum body, was put through the testing wringer, exceeding everyone’s “wildest expectations”. It did 0-60 in under 10 seconds and had a 120 mph top speed. After a year’s development, Byrnes and Rodger sought the opinion of one John Gordon, another racing enthusiast who was a high-end car dealer, Rolls Royces and the like. John was a man of discriminating tastes and his thoughts on the matter were highly regarded. He thought the prototype impressive but felt it would be more marketable in a 2 + 2 configuration. Rodger did some revising of the original concept. Widening the track for more passenger room also gave the additional space for a de Dion rear end. Not seen much in today’s suspension design, the de Dion layout consists of a tubular live axle which bends around behind the solidly mounted differential and has the advantage of low unsprung

weight while wheel travel retains the same angle to the road. Usually, the axle is located laterally by a vertical slider or a Watts link and longitudinally by control arms, but in the case of the Peerless, beefed up TR semi-elliptic springs do both jobs. You got a lot of chassis sophistication, plus extra seating and GT comfort for about half again over the price of a TR-3.



The second prototype, featuring the increased seating, was exhibited at the Paris Auto Show in 1957 where Standard Triumph eyeballs scrutinized the car. Upon the return to the UK, it was driven to the Triumph works and was favorably looked upon by Triumph management and guaranteed a supply of mechanical components enabling production to commence.

The partners found manufacturing facilities at Peerless Motors, site of a defunct Jaguar dealership in the town of Slough in Berkshire. Warwick, the name originally favored for their car, was changed to Peerless. (After all, why not take advantage of these assets—a sign out front and boxes of stationery in the cupboard?) The plant and the name originated with the Peerless Lorry Company, a firm established to store, recondition and sell off WW I surplus American Peerless army trucks following the hostilities. Eventually, the trucks had more British content than American, the company continuing business for several years longer than its American

counterpart. So began the production of the Peerless 2 Litre GT.

The projected production numbers dictated the use of fiberglass for the bodywork and that work was subcontracted to the local firm of James Whitson Ltd. for the turnkey body. The space frame chassis was fabricated, engine and running gear assembled, then driven 10 miles to the body shop where the final assembly was completed, making the start to finish of a drivable car in ten days time.

Having now a sports car for the family man, fully competitive on the track plus room enough for the kids, the partners conceived an audacious promotional venture. Peerless Motors took a couple of cars off the production line and had the Triumph competition engineers tweak them, (a bit of an understatement—the cars received blueprinted engines, increased fuel capacity, redundant fuel pumps and ignition coils, Perspex rear and rear quarter windows, lowered suspension, and other modifications that made real race cars out of them). They then entered them into the 1958 24 hours of Le Mans of all things—no half measures here! Now, we are aware that it took Triumph more than one turn at that venue to live up to its name, but this infant prodigy, with one official entrant piloted by Peter Jopp and Percy Crabb and one reserve, started and ran flawlessly for 259 laps, averaging 84 mph and hitting 120 mph on the Mulsanne straight. A total of 7 minutes was spent in the pits and

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!*



they brought the Peerless GT home in 16th place overall and first in class.

Orders began coming in faster than they could produce the cars. Production fell five weeks behind. Sales Manager Simon Hill reported that "he never actually had to sell the cars, anyone that was interested got a quick ride up the road in a demonstrator. . .and joined the

growing waiting list." A larger production facility was found nearby. Having missed the deadline to get into the important London Motor Show in 1958, Peerless displayed their wares at the Earl's Court motor show in 1959, with a showroom example plus a show prepared chassis with wire wheels. Auto Sport Magazine ran an extensive test of the car, which gave a good showing of its performance, faster than the TR from which it was derived. Even with the heavier weight, it got off the line with virtually no wheelspin, thanks to the de Dion rear end and it had better top end acceleration than the TR due to its superior aerodynamics and topped out in this test with an average of 107 mph. Other sources reported as much as 112 mph.

In the April, 1959 issue of Sports Cars Illustrated (later Car and Driver), Dennis May reported on the new offering. The company provided a couple of development veterans, not off the assembly line, because they were behind in filling orders. Needless to say the car was thoroughly broken in, with 17,000 miles on the clock but with an engine having 30,000 miles. SCI could only conjecture the car's genuine potential. May drove the car in dry and wet weather and noticed that although there was virtually no lean when it cornered, it could deceive the driver into thinking it had more grip than it could muster, resulting in one episode of sudden tail end break away, which a touch of opposite lock readily corrected.

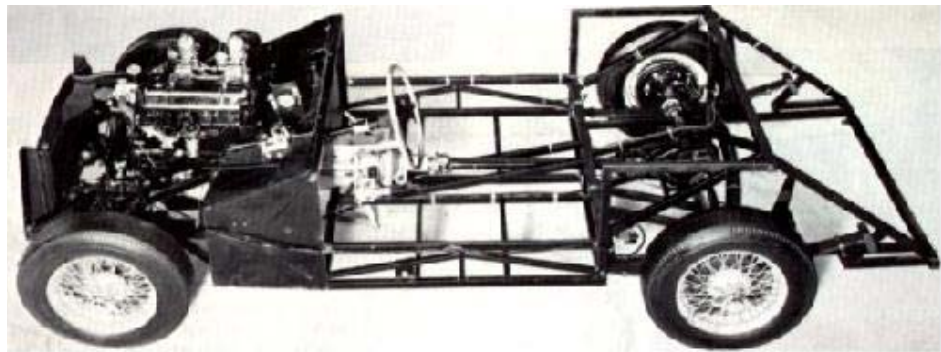


May noted the Peerless' generous elbow room owing to the design of the door panels, which also provided storage pockets for personal items. Wide sills necessitated a kind of goose step to gain entry, (not too graceful if one were wearing a skirt). The seats in front were comfortable for a six-footer, but the back seats were better suited for shorter friends and relatives as well as trips of short duration. A package shelf extended behind, under the rear glass. Side windows were operated by a lever, the rear quarter windows hinged outward. Instruments were clustered in front of the driver. Gear shift and overdrive would have been familiar to the TR driver.

The company thrived. Production of the Phase 1 grew to 250. A second set of body molds was made and a third set would be needed. It was determined that the local fiberglass molding firm was not up to the production goals so Peerless cast about for a replacement contractor. The Wincanton Transport and Engineering Company with three manufacturing facilities and more sophisticated methods, simplified the tooling. With significant design improvements incorporated, production of the Phase 2 Peerless bodies ensued at an expected rate of 25 units per week. John Gordon shipped 2 LHD Phase 2 cars to the USA to be evaluated by John Posselius of European Motors in Detroit and to Dorothy Dean of Cal Sales in Gardena, CA. (More about her later.) She sold a few Phase 2s but ultimately discontinued handling the marque, complaining that the quality of the body work was not up to expectations.

Then just as the company's prospects seemed bright, a shakup of the directors caught the attention of suppliers who lost confidence in the financial health of the

company. John Gordon and another director had resigned following the naming of a new player. After about 50 Phase 2 models had been built, Peerless was facing receivership. Rather than having a fire sale of the company's assets, it was decided to regroup under the name of Bernard Rodger Developments Ltd. and the development of the new and improved—and re-branded—Warwick GT began. Although outwardly similar to the Peerless, it represented the



natural evolution of the marque. Improvements were many, such as hinging the entire front end to access the engine with ease. Instruments centralized on the dash, facilitating manufacture of RHD and LHD versions. With scaled back production expectations, (five cars a day) the body molding returned back to the original contractor, who still had the Phase 2 molds. The Warwick GT was admittedly a little rough around the edges still, but its performance, utility and price made it an attractive choice. An effort to develop a more powerful version resulted in one Warwick GT 350. Although its performance was exceptional (0-60 in 6.8 seconds, top speed 140 mph) it failed to inspire its continued production and the company eventually was liquidated.

Andy Graybeal
Triumph Travelers Sports Car Club

MEMBERSHIP



DCTRA 2007 Membership Application & Renewal Form

Please print and return completed form to:
John Reynolds, Treasurer
806 E. Campus
Tempe, AZ 85282

Member Info:

Name: _____

Address: _____

City: _____ State: _____ ZIP: _____

Phone: _____ Phone: _____

email: _____

(required for newsletter notification)

Auto Info:

Make: _____ Model: _____ Commission #: _____

Make: _____ Model: _____ Commission #: _____

Make: _____ Model: _____ Commission #: _____

Length of Membership

☐ One Year
\$18.00

☐ Two Years
\$34.00

☐ Three Years
\$50.00

I would like to Receive the Newsletter via:

☐ Email
☐ US Mail

Comments/Suggestions:

Form may be returned to John Reynolds,
Treasurer, 806 E. Campus, Tempe, AZ 85282

TRIUMPHEST 2007

DCTRA

THE DESERT CENTRE
CORDIALLY INVITES
ALL TRIUMPH CAR OWNERS
AND ENTHUSIASTS TO



TRIUMPHEST 2007

Come join us for Triumphest to be held at
The River Palms Resort and Casino, Laughlin, Nevada
October 11th thru October 14th, 2007

When registering at the River Palms Resort, please use this code, DCTRA07, this will enable you to get the following rates: Friday & Saturday weekend rate of \$63.95 per night and week day rate of \$33.95 per night.

Events to Include:

Hospitality Party
Photo Contest
Uff Da Contest
Model Contest
Door Prize Drawings
The Roadster Factory

Autocross
Funkhana
Walking Rally
Driving Tour

Banquet
Funcours
Tech Session
Poker Run
Group Photo
Moss Motors, USA

For more information, please write to:

Triumphest 2007, 2325 S. Gold Ore Court, Apache Junction AZ 85219

or Call:

Wayne "Kiwi" Treloar, chair
480-986-1268
email: treloar99@cox.net

John & Kathy Nuss, registrar
480-983-3945
email: jknuss@juno.com

<http://www.triumphest.com>

TR3 TR4 TR4A TR250

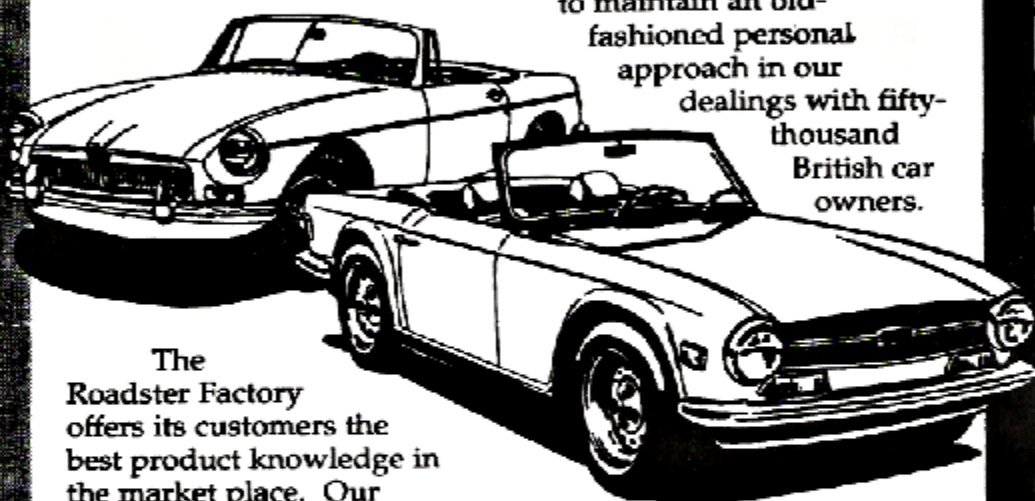
TR6 TR7 TR8

SPLITFIRE I-IV 1500 GT6

The Roadster Factory

The Roadster Factory is the small but powerful British parts company in Western Pennsylvania. Small in size but powerful in customer service. Small in size but big on product knowledge. Small in size but the biggest manufacturer of replacement parts for Triumph models. Small in size but big on enthusiasm for British roadsters, our little company is able

to maintain an old-fashioned personal approach in our dealings with fifty-thousand British car owners.



The Roadster Factory offers its customers the best product knowledge in the market place. Our salespeople answer questions about parts, and they can do part number research. Our technical research representative knows most models well to the nut-and-bolt level, and he is an experienced mechanic and body man. Our Customer Service is helpful. Our shipping is fast, safe, and virtually error free. We ship most orders today, and we offer very inexpensive two-day and three-day delivery. Our business goal is simply to offer the best possible service to British car enthusiasts



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

Triumphest 2007 Planning Committee

Committee meetings
4:00 PM at F1 Factory Racing, 317 S. 48th St., Phoenix, AZ

CHAIRMAN — Wayne 'Kiwi' Treloar

Hotel — Kiwi Treloar, Mike Long

Registration Package — John & Kathy Nuss

Flyer for 2006 Triumphest — Dave Riddle

Lists of Vendors/Sponsors/advertisers
— Mike Long & John Horton

Raffles/Door Prizes — John Horton

Shirts/Design — Beth Horton

Judges/List of names — Marty Clark

Trophies — Patrick McDermott

Program — Dave Riddle

Driving Rally / Poker Run — Gene Glenn

Auto Cross — John Reynolds

Banquet — Kiwi Treloar, John Truttman

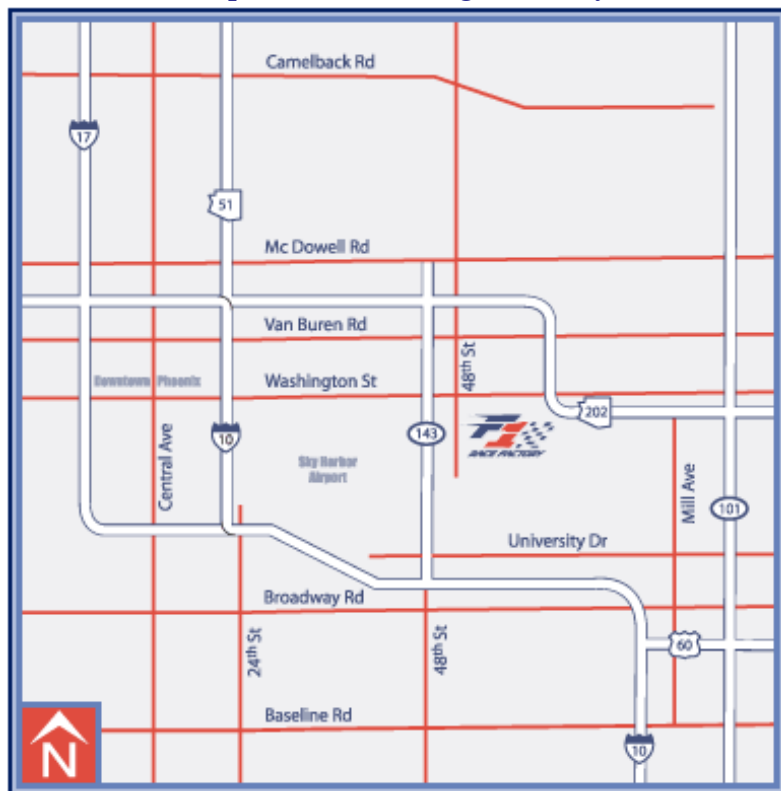
Hospitality Party — **Open**

Walking Rally — Gene Glenn, Jim Bauder

Signs — Dave Riddle

Fun Course—Armand LaCasse

Map to F1 Racing Factory



**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**



**Worldwide
Delivery**

**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**