



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

NOVEMBER 2004

VOL. 25 Issue 11

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COMING EVENTS

CLUB MEETING:
NOVEMBER 9 - 7:00 PM
F1 RACE FACTORY
317 S. 48TH STREET
COME EARLY -
HAVE DINNER -
STAY FOR RACING -
SUPPORT OUR
BENEFACTORS!

Village of Toltec Tour
November 28, 2004

Christmas Party
Armand LaCasse's Home
December 11, 2004



British Vintage Voyage 2004

By John Nuss



Lunch stop at Anita's Cocina in Wickenburg.

Photos by Ken Schmidt

I worked for a guy in Wickenburg that called such days "Chamber of Commerce" days... You know the kind... sunshine, blue skies, high puffy clouds, mild temperature, soft breeze. That was such a day Saturday October 2, 2004 as we set off for Wickenburg on the 6th edition of the British Vintage Voyage. We had about thirty cars on the drive: A selection of Triumphs, Jaguars, Morgans, MGs, Loti, MINIs and Minis. DCTRA was represented by John and Beth Horton, John and Kathy Nuss, Chris Nuss, Deborah Cooke and Ken Schmidt. Sadly not all the Triumphs were running that day. Dave and Denine Murre drove their red Spitfire and the Hortons had their TR6. I can't speak about the success of the other cars but only one car had to spend time on the trailer- and it wasn't ours.

I chose to ride with Marie Thompson in her MGA on the first leg of the journey. I was impressed with the way the car went up the hills near Lake Pleasant in fourth gear, something the Spitfire has never done. Later Marie told me the reason we stayed in fourth gear was the clutch fluid had leaked and she couldn't down shift. While in Wickenburg, we, actually Marie, bled the slave cylinder while I talked with one guy who owned a 1955 Siata and another who owned early TRs. After lunch in Wickenburg at Anita's Cocina- terrific Mexican food- we started on the road to Prescott.

(BVV2004, continued on page 6.)



CLUB OFFICERS

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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

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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 August newsletter:

Rich Aubert, Jim Bartels, Jim Bauder, Jim Coleman, Delta Motorsports, F1 Race Factory, Elaine Gurnee, Deta Hampsch, Beth & John Horton, Import Car Parts, Stu Lasswell, MicroWorks Computer Networking and Maintenance, Moss Motors, Ltd., Thomas Nicoud, John Nuss, Tom Pennell, The Phoenix Flower Shop, Roy Stoney, Dave Riddle, Pamela Rineholt, The Roadster Factory, Ken Schmidt, Harlan Schufeldt, John Truttman, Arthur Wallis, and anyone we missed.

THE PREZ SEZ

Can you believe it? November? Already? It seems it wasn't so long ago that I was counting the number of Prez Sez articles and it was ten or



eleven. It has been a whirl wind year for me... school, club events and meetings... working on the cars... driving the cars... repairing the cars... you get the picture. My guess is everyone else is living the dream, just as I am.

I looked in the *Arizona Republic* today (10/23) and there are too many automotive events to see in a weekend. For some folks it is a very busy time. Speaking of busy and time, it is time to consider your contribution to the club. I know everyone pays dues, but that's not what I am talking about. DCTRA is in need of a treasurer as well as a president. Jim Bartels has served as treasurer for a few terms and would like to let others have to opportunity serve in that capacity. (I would be glad to serve again when I am finished with school classes that do not meet on Tuesday night.) The club is fortunate that there have been people willing to give of themselves to the club. So, is it your turn? To paraphrase Ronald Reagan "If not now, when? If not you, who?"

So not only do we need to think of elections for us... but take time to vote in November. I think that when people vote they should get a tattoo or some mark that identifies them as a voter. Then, and only then, do they get to whine about state of affairs.

Looking ahead, Armand LaCasse and his wife have offered their house for the Club Christmas party. We still need a place for our January brunch. Any takers?

In the mean time, drive the Triumphs!



John

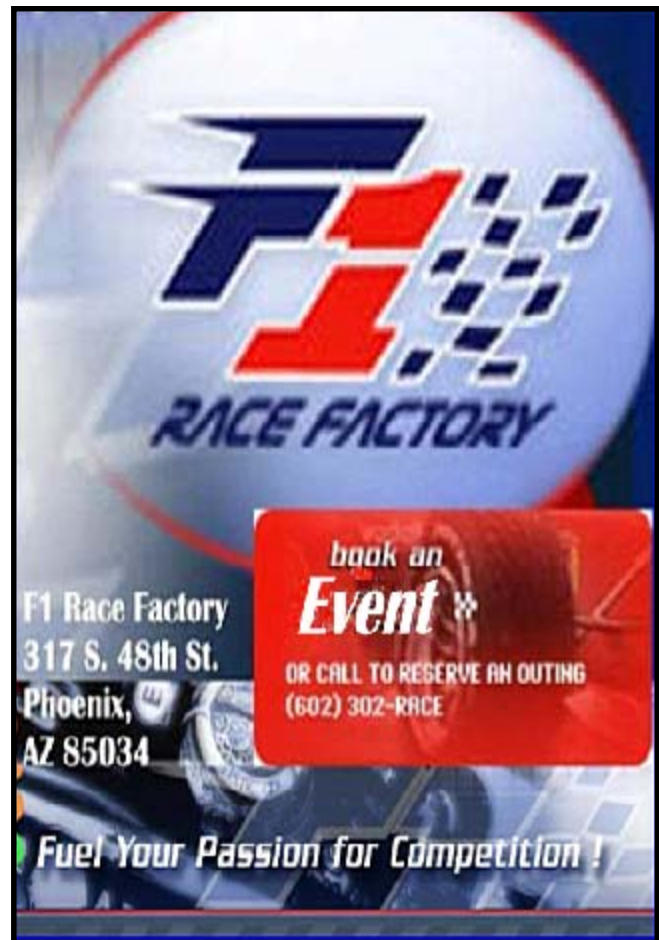
MINUTES OF THE OCTOBER MEETING

The meeting opened at 7pm. Rich and others reported on the great time they had a Triumphfest 2004. A new member who owns a car with a sun roof was present. The minutes were approved as printed. The Treasurer reported \$5,591 in the operating fund, and \$7,853 in the Triumphfest fund. Next year's Triumphfest will be in San Diego, then Ventura, and the following one will be ours. Riverside lost money, and there is talk of raising the registration, but most people don't want it to go too high. Each club can set its own rates. More discussion followed concerning advisability of spending funds in the operating account. Rich wants to form a committee to look into charities to which to donate well before Christmas. John Horton reported on the British Vintage Voyage. He also talked about the Buzzard's Roost, a restaurant in Yarnell, which is owned by a couple from Wales. They are willing to serve an English breakfast or tea for the club. There was a report on the previous week's Breakfast Run to Wild Horse Pass. Upcoming events included the DCTRA Economy Run in the East Valley on October 23rd, All British Car Day and Greenway Band Show on October 24th, and an All Motorcycle Poker Run on November 21st. John Horton talked about changes in California emissions laws in his AAHC report. Volunteers were requested to host the Christmas party, and meeting places for the January Brunch were discussed. Tech Talk: All Rimmer Bros. catalogs are available on CD for \$5. Marty Clark had a question about losing brake fluid.

The meeting adjourned at 7:50 p.m.

Deta

At the September meeting the club decided to drive to the Village of Toltec for our November event but no date was set. By executive decision, it will be Sunday November 28, 2004. We'll meet on the near west side of Phoenix and drive to the restaurant and then proceed to the outlet stores for some retail therapy, as my therapist friends call it. The plan is to meet at about ten in the morning and rally to Toltec. Perhaps the churchgoers can get to the early service after all; I realize it is the first Sunday of Advent. We can enjoy the cuisine- Mexican, Italian, Thai, German, and American! Then drive the short distance to the stores and the buying may begin.



WE TRIUMPHED AT TRIUMPHFEST 2004! by Diane Aubert



The members of the Triumph Travelers Sports Car Club sponsored this year's Convention in South Lake Tahoe, Nevada. Here, then, are some vignettes from those of us DCTRA members that experienced the 'experience' this year:

John and Lila Truttman, Jim Bauder, and John Reynolds bravely drove their little British cars (and somehow crammed their luggage and car enhancement and maintenance items in their little British trunks). Ron and Elaine Gurnee and Diane and Rich Aubert wimped out and trailered

(Triumphfest, continued on page 7.)

TECH TALK

Painting? It's All In the Preparation!

by Rick Herbert

No matter what you're painting, a TR6, Spitfire, a Sidecren, or those not so noticeable parts in the boot, if you want a good finish, you have to give it the best preparation possible.

First, determine what type of paint you currently have on the car. If you're looking at a car that was painted before 1960, you may want to consider a complete stripping of the current paint job. If you want to paint an enamel, acrylic enamel or a lacquer, this step is most important, since enamel can't go over lacquer and vice versa, and your paint will peel when you're finished. Your next step is to determine what color you want your favorite British car to be. You can obtain a certificate from the British Motor Heritage Trust to determine the original factory coating or it might be that you are in the mood for a change and prefer that special color you always wanted.

Decide whether you want to do a single stage or a basecoat/clearcoat. All of the new cars that you see today usually have a basecoat clearcoat, which is polyester base with a urethane clear coating. Manufacturers put on two (never more than three) coats, thanks to the newer resins in clear. This makes it easier to get a more beautiful finish with less coats. The old days with twelve coats of lacquer are long gone. Lacquer cracks easily in heat and can't polish as smoothly. Unfortunately as lacquer fades quickly in the Arizona heat, so does enamel. The steps given below are for polyurethane based paint jobs, and are not the proper steps for enamels and lacquer based products.

Your next step is to check the body for any corrosion. It is a good idea to carry a notepad in your pocket throughout the painting process in order to document areas and spots on your car that need work. Note taking helps keep you on task, and will pay off in satisfaction at the end of the job. There are two different categories of rust: surface and cancer. Surface rust is generally easy to repair. The preferred method is to strip down the whole panel, by sanding with 80 grit wet/dry paper and then 220 grit, then hit it with a

metal prep mixed 2:1 with water, such as DuPont's Metal Prep 5717S. You spray this on the panel and let it soak, wipe it clean, and then wash the panel with soap and water. You're then ready for primer.

When it comes to cancerous metal, the solution is a bit more time consuming. The best and only way to rid yourself of autobody cancer is to cut the rust out and weld in a solid patch or replace the panel. If you do have cancer and have ground out and replaced all of the corroded metal, then, using a filler such as USC All-Metal, slowly with no more than a 1/8" thickness, fill in the gap until it's above the needed body form specifications. Then, cut the filler with 80 grit, grit is the rating on a piece of sandpaper to let you know how rough it is. The higher the number, the lighter the roughness, then feather it with 120, then 180, then 220 over the whole panel. Then, after all of the dirty sanding is completed, hose the car down, using a dish detergent such as Dawn, due to the fact that Dawn contains no wax. Let the car air dry. Purchase a good degreaser, such as Sikkens M-600, or Lesonal's Wax and Grease Remover, two clean rags, and do as follows. First, make sure that you keep one rag as the wet rag, and on rag as the dry one. Soak one rag thoroughly with the degreaser, and doing a small two foot by two foot section at a time, wet the surface with the rag. Don't let the degreaser dry, as this defeats the purpose of removing the contaminates. Use the dry rag to wipe the area dry. Then, take a tack rag in order to pick up the rest of the dust and paint flecks

After this prep work, it is time to etch prime the service, especially in the case of bare metal. An etching primer is an acid based primer that actually etches itself into the metal. Now for the primer surfacer. This primer surfacer is a high build primer that usually gets about 1.8 to 2.2 mils of film build per coat. This will help you detect whether or not you require further sanding of repaired areas, and it will let you see what you need to fix. remember to take notes. The best spray pattern for the car, is to start by painting the rear pillar of the roof, going over the roof, down to the door. Then work your way forward, painting fender, hood, bumper, and other fender. Then work your way back, painting door, quarter panel,

(Tech Talk, continued on page 5.)

(Tech Talk, continued from page 4.)

decklid, and quarter. Wait 15 minutes for the flash. Flash is how long it takes for the reducer to evaporate from the paint. After this period of time, you can coat with the next layer of paint, and then apply a second coat.

The next step in the paint job is the primer sealer. This paint is like a multi purpose, all around excellent primer. In addition to putting it over the surfacer, it works on bare metal, on top of enamels, plastic, and fiberglass. After the vigorous sanding that you did, which probably went down to the bare metal in some places, you again degrease and tack off the car. Mix your primer sealer. The mix on this is 2:1:20%, and you should always remember, that when there are three components, and the manufacturer gives the ratio to mix, that the first is always the product, the second is the hardener or activator, and the last is the reducer. Pour this mixture into your gun, always using a strainer. After examining the car, if you have any bare metal spots, spray a light mist of sealer over these areas. Let those dry for 15 minutes, and then go over the car one time, in the pattern listed above. The primer only requires one coat, just enough to lay a clean canvas on your car for a nice even color. Any more coats would require sanding. It can be painted over anywhere between 45 minutes to seven days without additional sanding.

Make sure that the car is properly masked, and that no tape is on anything that you want to paint. Make sure that your gun and its' needle are clean.

Check to make sure that you have all of the proper pre-paint car prep stuff. If you have used a primer sealer you can use the tack cloth, blow the car off and paint. If however you have used a primer surfacer or a self etching primer, you must sand the car again because the paint will not stick. Once this is all done you can begin with the base coat clear coat.

It is best to paint with humidity below 85%, and with the Temperature ranging between 65 and 85 degrees fahrenheit. The reducers and hardeners that you use will be greatly affected by humidity and temperature. The smaller the area you are painting and the lower the temperature, the faster the reducer. The larger the area and the higher

the temperature, the slower the reducer.

Spray the first coat medium-flowing. The flash times vary by manufacturer, but a good bet is to wait 3 - 5 minutes after your done, to then apply a second coat.

The flash time before the clear coat also varies by manufacturer, but a good bet is between 20 - 45 minutes, depending on the outside temperature. Remember the more clear coat, the better chance of cracking and chipping. Do not use more than 4 coats at most, but 3 is a safe guide line.

Tack off the car with a good base coat tack rag. Apply the first coat as you would want the car to look when you are done, nice and heavy, but be careful of drips. After waiting for a flash of 7 - 15 minutes (again, depending upon manufacturer) apply a second coat in a medium flowing way, trying to avoid dry spots. A third and fourth light coat may then be applied after waiting another 7 - 15 minutes flash. After all of the coats have been applied then sand using 1200, 1500, and then 2500 grit paper in order to avoid any "orange peel". Using a foam pad apply Perfect-It 3 rubbing compound and polish to a fine lustre. Your final step is to switch to a black foam pad and then use a glazing compound on the entire paint job. Wait at least thirty days to wax your car.

Clean up the paint booth and congratulate yourself on the excellent job you have just done on painting your favorite British roadster.

(Note: Rick Herbert is owner of Herbert Performance Customs of Queen Creek, Arizona and a recognized expert in finishes for both British and American collector automobiles.)



(BVV 2004, continued from page 1.)

As we turned north toward Congress and Yarnell, Marie tried to down shift and the car came to a halt. Marie and Betsy turned back to Phoenix while Kathy and I went on to Prescott. That White Spar road to the south side of Prescott is a wonderful sports car road. I think the B.E.A.T. used it the first few times.

We met up with the rest of the BVV crew in Prescott and drove to the San Dominique winery just east of Interstate 17 and the SR 169. To me, the wine was tasty but, to my palate, it is just not the same as that great Boone's Farm stuff I drank in college. A number of people spoke well of the wine and the dinners provided by the wine master. (Periodically the winery offers a serious seven-course meal on a Sunday afternoon. One of the MG owners encouraged the BVV participants to attend one of the dinners. Maybe a trip for the Club?) While at the winery I did some walking around and discovered a Siata (!) that was parked in some weeds away from the building. It was, however one of the rear engine FIAT cars.

We spent the remainder of the afternoon and evening at the motel in Cottonwood. After buying a new coil, ignition wires, and lots of over-the-

shoulder-mechanics offering opinions, the one car on the trailer was wheeled off and investigation of the malady commenced. The culprit was the low voltage wire from the coil to the condenser. It had somehow separated from the points terminal.

In the evening, participants had the opportunity to play British pub games and games of chance. Due to the generosity of the Voyagers over one thousand dollars will be donated to a children's charity.

Sunday morning awards were presented to the game winners from Saturday evening as well as raffle prizes presented. It is amazing to see the number of things that use grapes or wine as a decoration item!

Some Voyagers headed back to Phoenix while about forty of us left the Cottonwood motel for a ride on the Verde Canyon Railroad. Unlike some of the steam powered narrow gauge railroads where riders know the radius of the curves, the steepness of the grades, and even the date the locomotives were built, most people were absorbed by the scenery. The scenery is impressive, with red rocks, deep canyons, even some rapids visible along the way. There were four bald eagles or maybe just two that flew quickly across the canyon, spotted on the trip. Those birds are something to see.

One of the neat things about the voyage is that there are youngsters that make the trip. The Johnson family (Lotus) and the Whitehead family (Landrover) have been on the trip several times and the AMO provides a special time for the kids while the adults are involved with the adult refreshment. The pub games lend themselves to the kids as well. I believe one of the Whitehead youngsters is the skittles champion.

Since Triumphfest is in San Diego, later in the month, prepare now to drive to southeastern Arizona to the Dos Cabezas Winery next year.

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(Triumphest, continued from page 3.)

their cars up there. We attempted to convoy together to Nevada on Wednesday, September 29th. On California 95 we were stopped by road construction and had to sit and talk to each other for a good 20 minutes. Several road crewmen broke in to our walkie-talkies we were using to keep track of each other along the way and admired "how terrific all those little MG's look"! We set them straight fast.

We all met up in Lone Pine, California the first night. Car enthusiasts from the San Diego Club were also there and Jim, the Truttmans and the Gurnees had a grand reunion with their old friends. The Comfort Inn was, well, very comfortable.



The next morning, Thursday, we set out early and luckily stayed ahead of a cold and icy rainstorm that



caught some other California travelers who were miles behind us by surprise. Especially with their tops down! But we had the sun and beautiful scenery as we passed by Lake AndLake.

The trip Thursday afternoon into South Lake Tahoe was exciting – a lot of traffic and trying to find the Horizon Hotel and Casino. Thursday night was the MS Dixie II paddle-wheel boat

(Triumphest, continued on page 9.)



November

Hi everyone,

A few more things for the remainder of 2004.....

Fireworks - If anyone is interested the Woodmans are holding a firework night on the 5th November - there will be no charge to take part however there will be a collection for charity. Food will be available on the night to take outside, bangers etc. Fireworks start around 8pm. Be there early to get a parking space!

9th Tue VHVC Club meeting -Skittles
Alternatively for those of you who are VHVC members, if you would prefer to be tucked up in the warm why not pop along to the VHVC v MG Club skittles evening being held on the 5th at the Riverside Centre, Newport from 7.30pm. Basket meals will be available and served during the interval. Please buy your food and drink there to help keep the room free for the VHVC!

15th Mon IW Triumph Club meeting - All Triumph owners / enthusiasts welcome, the *free* club catering for all clubs! - meeting at the Woodmans Arms, Wootton from 8pm onwards.

17th Sun VHVC Afternoon Tea Run - Meeting at Butterfly World, Wootton 2pm for 2.30pm start.

Looking Ahead:

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

Club Christmas Dinner - At our last meeting we set the date for the Club Christmas dinner which is going to be on the 10th December at the Woodman's Arms, Wootton 7.30pm for 8.00pm start. This year for those of you wishing to attend a non refundable deposit will be required in advance of £5 per person (not my rules before you complain!). I have attached the menu of choices available - you can choose between a 2 or 3 course meal too if you wish

(IOW Triumph Club, continued on page 9.)

(the 3 course meal is a £1 cheaper than last year too!) Please let me know if you are interested in attending as soon as possible so we can give the pub a rough idea of numbers and let me have your choices and deposit by the 1st December at the very latest please.

Mince Pie Run - Sunday 26th, Monday 27th and Tuesday 28th December. I look forward to receiving some feedback about the meal and mince pie run soon!

Angela & Graham
Isle of Wight Triumph Club

London's Transport Museum



By conserving and explaining the capital city's transport heritage, London's Transport Museum offers people an understanding of the capital's past development and engages them in the debate about its future. It adopts the highest standards of curatorship and communication, and aims to be the world's leading museum of urban transport. Covering a wide spectrum of materials and media, including vehicles, rolling stock, posters, signs, uniforms, photographs, ephemera, maps and engineering drawings, the Museum's collections make up the most comprehensive record of urban mass transit in the world. The Museum achieves its educational purpose through a broad spectrum of talks and events and family fun activities aimed at diverse audiences, including schools, families with children, adult visitors and specialists. An estimated 200,000 people will visit this year and 12,000 enquiries will be handled through the Learning Centre, Reference and Picture Libraries, and the various specialist departments. The museum is a non-profit, independent museum, registered by the Museums and Galleries Commission. The Museum is owned and operated by Transport for London (TfL), London Transport's successor, within the Greater London Authority.

DCTRA Economy Run

By John Nuss



A determined bunch we were. Even some contradictory instructions (one cannot turn “left” and “south” at the same time! Schenpf Farm road doesn’t exist? It did a few years ago. Sorry.) could not keep the DCTRA drivers from completing the course. The drivers and navigators drove from Baseline and Val Vista through Augusta Ranch, south between the General Motors Desert Proving Grounds and the former Williams Air Force Base, almost to Florence (!), and then to Queen Valley. We had seven cars begin and a few people to help run the event. After driving for just about two hours and covering about eighty-nine miles, we headed for dinner at the Nuss compound. We shared burgers and other tasty treats and stories of the open road. Joining us for the supper were Julius and Mrs. Walters along with Pam Rineholt, whose TR6 didn’t make it past the starting line, Pam’s mother Arlene Whorton, and Art Wallis.

Four awards were presented:

For the small size class (Spitfires, Spridgets and Minis), Ron and Elaine Gurnee earned the prize with 34.82 m.p.g.

In the “6” Class (TR6 and GT6), John and Beth Horton earned the top prize with 29.06 m.p.g.

The best mileage of the event went to Ken Schmidt and Deborah Cooke with 39.95 m.p.g.

Stu and Debbie Lasswell won the Conspicuous Consumption Prize with 19.89 m.p.g.

Ron & Elaine Gurnee	Spitfire	34.80
Hank & Evie Hastings	TR6	23.30
John & Beth Horton	TR6	29.06
Armand & Amanda LaCasse	GT6	26.70
Stu & Debbie Lasswell	TR3	19.89
Ken Schmidt & Deborah Cooke	Mini	39.95

I learned a bit about driving for better mileage and a bit more about striving to get the directions bullet-proof. I could set up another driving event again. Maybe next month? Thanks to all who participated: drivers, navigators and helpers.



(Triumphfest, continued from page 3.)

dinner cruise on the lake. We opted for the first of two dinner seatings and ate while watching the beautiful sunset. But the boat operators try to cram as many groups as they can onto this paddle wheeler – there was even a wedding party on board with us. After dinner we could dance to a live band in the bar, go up on deck in the brisk, cold wind and look at the stars, or stay inside and try to find a place to sit and talk in the crowded lounge area. At least the boat took a night sightseeing excursion to the Bay, where by the light of powerful searchlights they showed you the medieval castle-appearing “Teahouse” on a rock and the mansion of the family who settled Tahoe.

After a hearty breakfast Friday morning, (the outside temperature read 29 degrees, but it warmed up quickly), everyone worked on polishing and honing their cars to a spit (fire) shine and planned which of the varied activities they were going to participate in. There were the usual raffle ticket, vendor, and regalia sales and photo/model contest...



Calendar of Events

November 9th — DCTRA Meeting, F1 Race Factory, Food 6 p.m., Meeting 7 p.m.

November 21st — Breakfast Run, 32nd & Shea, Meet 7:30 a.m., Leave 8 a.m.

November 21st — All Motorcycle Poker Run, benefit for Arizona Pug Adoption & Rescue Network. Cars welcome, too! Starting at Arizona Joe's in Apache Junction, Sunday at 9:00 a.m., \$10.00 per person. Run ends at Arizona Joe's. Cash for the best poker hand, 50/50 tickets, door prizes, t-shirts, DJ with Dale & Judy from 2 to 5 p.m. All proceeds go to the non-profit Pug Rescue. Questions or donations call Sheila 480-671-8448 or Judy 480-288-6127

November 28th — Village of Toltec Tour, near west side of Phoenix, meet 10:00 a.m., rally to Toltec for lunch. Shopping at nearby outlet stores afterward.

December 11th — Christmas Party, "The Christmas party for our club this year will be December 11th at Armand LaCasse's home. It will be a pot luck with the traditional Christmas gift exchange game More information to follow."

February 5th — MDA Classic Car Show
FRIDAY EVENINGS:

- Alma School & Warner, Chandler.
- Lindsay & Warner (on the east side of the Albertson's Parking lot), Gilbert, 5-? PM depending on the weather.

- Hills, 43rd Street & Union Hills, Phoenix
- SATURDAY EVENINGS:**

- Wendy's, Superstition Springs Mall, Power & Hampton, East Mesa, 4-? PM depending on the weather. First Saturday of every month is for British cars. If you are coming, let me know so we can hold spaces and all park together. shirley@nis4u.com or 480-985-2531 The Pavilions (McDonalds), Indian Bend Rd. between Pima Freeway and Pima Road, Scottsdale. 4-10 PM. 602-443-0800

- Chubby's, 7th Street & Union Hills, Phoenix. 5:30-9 PM.

Dan Frank

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- 5 and Diner, 906 N. 56th Street, I-10 & Ray, Chandler. 5-9 PM. 480-753-1114
- Hooter's, Bell Road west of I-17, Phoenix. 602-375-0000
- Shoney's, 59th Street & Bell, Phoenix. 602-948-0719, 623-561-1971
- Sonic, 33rd Avenue & Bethany Home

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 = Receiver hitch for an '86 to '92 Nissan pick up truck, \$40.00. John Horton 1-888-287-4384, 1-602-843-1399, 1-602-843-2422 fax, johnehorton@yahoo.com (11/04)

FOR SALE = Two Austin Americas and a parts car. 1969 car has a standard transmission, and 1968 has an automatic. One of them has every piece of paper pertaining to it, including the letter written to inquire about the purchase. If interested, call Karl Cramer 480-982-2021 (11/04)

FOR SALE = Spitfire 1500 (I believe it is red), asking \$3500. Carlos Cobos 480-201-7612 (11/04)

FOR SALE = 1976 Spitfire, "ran when parked" three years ago, \$2000. Bill Haught 928-925-1417 (11/04)

HIGHWAY HUMOR



Cartoon provided by Tom Pennell

TR250

TR4A

TR4

TR3

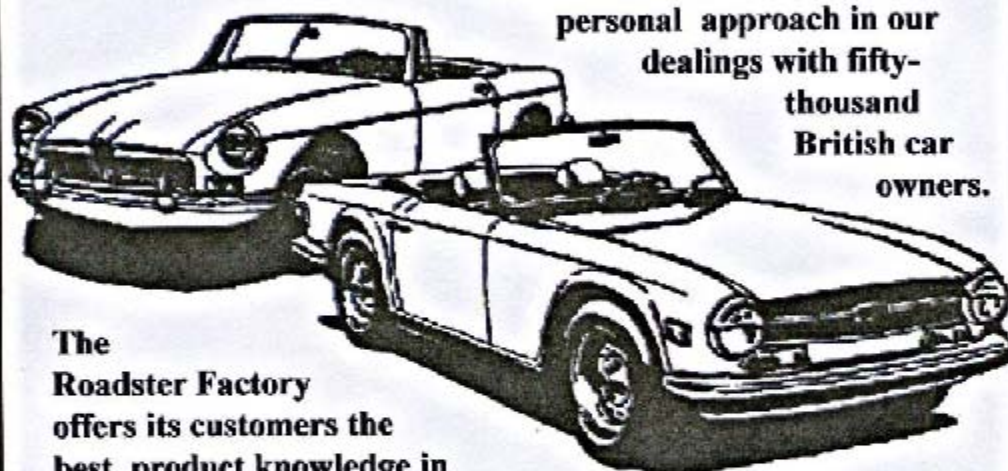
TR6 TR7 TR8

SPITFIRE I-IV

1500 GT6

The Roadster Factory

The Roadster Factory is the small but powerful British parts company in Western Pennsylvania. Small in size but powerful in customer service. Small in size but big on product knowledge. Small in size but the biggest manufacturer of replacement parts for Triumph models. Small in size but big on enthusiasm for British roadsters, our little company is able to maintain an old-fashioned, personal approach in our dealings with fifty-thousand British car owners.



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



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