



# 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**

## SEPTEMBER 2004

**VOL. 25 Issue 9**

TRIUMPHEST 2004	1
PREZ SEZ	2
MINUTES	3
AUGUST LUAU	3
TECH TALK	4
CLUB MEMBERS AND CARS	5, 7
DESERT STAGES OUTING	6
AUGUST BREAKFAST RUN	7
ISLE OF WIGHT TRIUMPH CLUB	8
CALENDAR	9-10
CLASSIC-FIED ADS	10
HUMOR	10

## COMING EVENTS

**CLUB MEETING:**  
**SEPTEMBER 14 - 7:00 PM**  
**F1 RACE FACTORY**  
**317 S. 48TH STREET**  
**COME EARLY -**  
**HAVE DINNER -**  
**STAY FOR RACING -**  
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## Triumphest

**Sept. 30 - Oct. 3, 2004**  
**Sign Up Now**

**British Vintage Voyage**  
**October 2-3, 2004**



## Could THIS be the Best Triumphest Ever!

**By John Truttman**

Lila and I have been attending Triumphest since 1996. That first event was held at Big Bear Lake in California, in a brand-new-at-the-time hotel called the Timberline Lodge. We drove our TR6 from Pleasanton, CA to Big Bear, a distance of several hundred miles. We had owned the car only a few months, and weren't altogether sure of its roadworthiness, but we went anyway. We didn't even know what we were getting ourselves involved with, as this was our first Triumphest. But we figured that if someone were going to all the trouble of setting up an event at a lake at the top of the San Bernadino mountains, then it was bound to be something special. And indeed it was. Just the pure pleasure of driving up the winding, wooded roads leading up to the event was worth the trip! Getting into the hotel, we were treated to the sights, sounds, and smells of little British cars buzzing around everywhere, parked hither and yon, with their drivers attentively caring for every detail. The setting was fabulous. A beautiful new lodge hued from pine timber, accented with hunting and fishing themes everywhere, a gorgeous lake in the near distance, and a few hundred classic Triumphs! I remember my sheer delight at climbing to the highest floor of the lodge so I could take pictures of all the cars in the parking lot. We had an outdoor welcome party in the parking lot near the cars, with an outside bar and karaoke. It got a little wild! Saturday morning there was a car show, and in the afternoon, several different events including a road rally/poker run that took us all through the beautiful back roads of Big Bear Lake and the surrounding area.

Lila and I went home after that weekend, committed that we would continue attending these "Triumphests". The camaraderie among other enthusiasts and the fun we shared with our common interests made the weekend memorable and fun, and well worth the effort it took to drive several hundred miles to get there.

*(Triumphest 2004, continued on page 9.)*





### CLUB OFFICERS

**PRESIDENT: John Nuss 480-983-3945**  
**V.P. & Events: Rich Aubert 480-225-4906**  
**Secretary: Deta Hampsch 623-434-1999**  
**Treasurer: Jim Bartels 480-963-1842**  
**Newsletter: Clay Rineholt 480-983-5605**  
**Tech Advisors: Armand LaCasse**  
**602-870-8585/Roy Stoney 602-231-0706**  
**Historians: Mike and Joyce Bayne**  
**602-938-1282**  
**Membership: Ron Gurnee 480-816-0836**  
**AAHC Rep: John Horton 602-843-1399**

**EDITOR'S E-MAIL: [pueblodesign@mchsi.com](mailto: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, Deta Hampsch, Robert Hohanshelt, 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

Tell me again why we like this hobby. After letting Trevor sit since the B.E.A.T. it was time I started to repair the car. At the time, July, it appeared there



was enough time to finish the job and have time for a shake down cruise around the valley before we drove any distance. I had a 1296 engine in inventory, and after checking out the bearings, I painted and installed it in Trevor. I did take out the core plugs and I thought I poked out enough of the thirty years of rust and junk out of the water galleys. It looked great- bright red, clean and ready to go. Wrong! The engine severely overheated and cooked the bearings and took all of the tension from the piston rings. We pulled the engine apart again. Amazingly, the crankshaft is usable and still within tolerance! The other day Ken Schmidt was over preparing the pistons for installation when we remembered that the cylinder bores needed the ridge cleaned. Good news, John Horton had a ridge reamer that would fit the 2.900 cylinders. The bad news, there were no blades in the tool. A few hours calling automotive stores that might be opened on a Sunday morning revealed no one had blades or a complete tool small enough to fit the cylinders' bores. Armand LaCasse saved the day.

The point of this story is to say that without club membership and the friends that go with it, I would still have a car with a lump of useless metal where an engine should be. Also, it is getting to be the driving season, so it is time to change the oil, polish the chrome, and DRIVE THOSE TRIUMPHS!

Thanks to the members who helped with events this month: John Truttman for the breakfast drive in August and Rich and Diane Aubert for hosting the terrific luau. Good food, great conversation and company.

John C. Nuss

## MINUTES OF THE JULY MEETING


There were 18 present with John Nuss presiding. He finally got a day off from school!!! Marty Clark of Gilbert became a new member. He has a '74 TR6 in good shape, having been acquired from his older sister in Wisconsin. We also had Larry Stewart of Mesa, who has a TR4, as a visitor. There was a correction to the minutes - the Breakfast Run is August 22nd instead of date printed. The treasurer says we are still solvent. Our news letter editor's wife, Pam, is still requesting articles from people about their cars and other items of interest to club members.

John & Lila Truttman will be heading up the Breakfast Run on August 22nd, and we'll be heading west to an interesting restaurant. The evening of August 28th will be Hawaiian night at the Aubert's. The club will host the meat & soft drinks. Call Diane for directions and what you are bringing. Festivities start at 6 p.m. Don't forget about Triumphfest coming up in Lake Tahoe September 30th - October 3rd. A variety of convoys will be leaving Phoenix at various times. Check around to see which fits you best. Beth Horton announced a car raffle in Wisconsin. Rich passed out new membership forms to try to get a current updated list of members. Please fill it out and send it back in. It will also be on the web site to fill out. Rich hopes to have it done in time for next month's meeting.

Gene talked about his experiences visiting the VTR National Convention in Richmond. Ron Gurney told how to replace a car jack for a TR3 economically. Ron is a representative for Victoria British and can place orders over \$500 with free shipping and no tax. John Horton gave an update on Tom Pennell's condition as he was awaiting surgery. John Nuss told about two Austin Americas for sale for under \$4,000. Ron reported that the TR7 for sale at 80th St. & Broadway in Mesa wasn't worth looking at. Rich bought a Spitfire rollbar from Bill for \$25. A raffle for a variety of items was enjoyed by all, especially the winners, Gene, Art, Larry and Marty. The meeting adjourned at 7:35 p.m.

Deta

Please Note: All members are asked to fill out the form on page 6 and send it to Ron Gurnee at: 9634 E. Obispo Ave., Mesa, AZ 85212-2100



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The Hula Fest and Pool Party hosted by Rich and Diane Aubert was awesome! What a great atmosphere they created in their Scottsdale backyard! The pool was cool and there were flowers, birds and sea critters scattered around the patio. The eagerly misty mister kept the patio comfortable until the sun went down.

The Luau fare was a sensation from the banana poi and shrimp appetizers to the smoked pork and BBQ beef brisket accompanied by Hawaiian style salads and veggies and right on to the varied collection of delectable cool desserts. Look for our special feature Luau recipe collection in our next newsletter. (Send those recipes in gals and guys!) And we mustn't forget the yummy libations! Encore, encore!



## TECH TALK

### Do Your Own Powder Coating

In our last issue, we published an article that was gleaned from the technical session conducted during the National Convention for the Vintage Triumph Register by master powder coater Fred Thomas. In reviewing the finer points of powder coating, Fred offered several tips on setting up your own powder coating system.



Powder coating is an advanced method of applying a decorative and protective finish to a wide range of materials, parts, and products that are used in conjunction with your Triumph. The powder used for the process is a mixture of finely ground particles of pigment and resin, which is sprayed onto a surface to be coated. The charged powder particles adhere to the electrically grounded surfaces until heated and fused into a smooth coating in a curing oven. The result is a uniform, durable, high-quality, and attractive finish, which far exceeds just plain old painting.

The first of the three basic components of powder coating is a parts cleaning/pretreatment work area. Parts must be clean, really clean! Parts can be sand blasted, pressure washed, and phosphatized. Second is powder application equipment. Your system should include a gun that electrostatically provides a minimum 80% transfer efficiency and uses standard powder paints. It should have a foot switch, power source, inline filter and powder cups for each color you will be using. An air compressor which provides 10-15 PSI input air pressure is required. The final component in your system is a compact oven for powder coat baking and pre-heating parts with a heating range of up to 480° Fahrenheit. It can be used for curing resins & composites, batch curing/baking and other non-volatile carbons and solvent-based material. You will need a thermostat control, a fan to maintain even heat distribution, an outside thermometer, and it should

operate on a 110V, 15 amp circuit. Some hobbyists use a conventional oven, but DO NOT attempt to use your wife's.

The best reasons for attempting your own venture into the powder coating process, which includes the great benefits over traditional painting are that it meets EPA standards, coats metal, ceramic and wood, there is no costly air pollution equipment, it uses sprayed on dry powder, and perhaps most importantly it offers a creative and interesting way for you to restore your own parts with a long lasting and superior finish. Check out the following site and do your research before you begin. [www.argonmasking.com](http://www.argonmasking.com) (Masking Material and Supplies)

[www.eastwoodco.com](http://www.eastwoodco.com) (Powder Coating Supplies)  
[www.technicalhelp4u.com/powder/](http://www.technicalhelp4u.com/powder/) (Technical Advice)

[www.harborfreight.com](http://www.harborfreight.com) (Powder Coating Equipment)

[www.powdercoating.org](http://www.powdercoating.org) (The Powder Coating Institute)

[www.powdercoatingonline.com](http://www.powdercoatingonline.com) (Powder coating Information Source)

### Member Recommendations

A member from Cottonwood called to tell me about two businesses that have done good work for him:

Arizona Powder Coating did a great job powder coating his Spitfire frame. The place is located on Washington Street east of the 202 overpass.

Enviro Stripping Technology uses plastic media to strip the paint and rust off the frame. The business is on Seventh Street west of Central Avenue.  
--John Nuss

Affordable Powder Coating was recommended by another member and has done a good job for us. They are located at 2111 E. Fillmore in Phoenix.  
--Clay Rineholt

**Dan Frank**

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## CLUB MEMBERS AND THEIR CARS

### TR 2 S/N TS22L by Robert Hohanshelt



I bought the TS22L in San Diego in Sept '64 when I got out of college and got a job as an electrical engineer. I felt I could not afford a TR3A or Austin Healy at around 2-3 grand (six months salary) so I bought the 10 year old TR 2 for \$750. At the time it was painted metallic green but the original "Split pea soup" color was visible in a few spots. My kids called it "monkey vomit green"! It is curious that the TR histories do not admit to using this color until much later in production. An uncle who was a mechanic at a dealership claimed that some TRs came in such ugly colors that the dealer simply repainted them.

I drove the car to work daily through 1972. Sports cars were popular among young engineers so once a week we would have mini slalom races in the parking lot during lunch. Each participant was expected to acquire and provide at least 6 traffic cones for the event. The idea was to set your fastest time and then trade cars to prove if it was car or driver. I even learned how to use the handbrake to introduce a rear-end slide to fool the non-synchro tranny into going into first gear.

We moved to Arizona in 1973 and my son drove the TR 2 to Scottsdale High and ASU until he could afford something more macho (Pontiac Firebird 400). His two younger sisters also lusted after the 2 but I began to realize that a TR in the hands of a teenager is maintenance intensive. So it just rested in the garage until

they were all out of college and had other modes of transportation.

Around 1982 I decided to spruce up the TR 2 a little. No frame-off, but practically everything else was done. The body was sandblasted to get rid of that ugly green paint and I repainted it GM Passenger Car White because the color was readily available and likely to remain so for my lifetime.

The original steel rims started to crack and I could find no replacements so I got a set of used wire wheels instead. One curious aspect of the 2 is that the spare tire well is too small to accept a wire wheel spare. They did not increase the size of the spare tire well until much later when wire wheels were offered as an option.

The "bonnet" of the first 100 or so cars was made of soft aluminum which tends to dent easily if your son's high school buddies sit or stand on it. The internal bonnet latches are released by a knob with interconnected cables so a precise adjustment is required to get both sides to release at once. If it does not release, or if the cable breaks you are in deep yogurt! It is easy to see why they put Dzues fasteners on later models.

I need to point out that the TR 2 may be the progenitor of the TR 3/3A/3B but they are totally different animals. There is hardly a single part that interchanges. Many parts such as aluminum rock guards are produced in the after-market for the more common 3A but they simply don't fit a 2! Popular folklore has it that the first few bodies were produced at Mullners for hand assembly to see if anything fit. As you can see by looking at my TR 2 --- they just barely fit! My garage is full of new stuff I bought that just didn't fit.

My oldest daughter is in theater and she would say "from the third row you would never see the difference"! This is probably true-- until you try to buy a new rear valance and find they are totally different! Back-up lights? What are they? I just added "hung on reflectors" that were supposed to be original. They were not there when I bought the car, but what the heck, they are ugly enough

**(TR2, continued on page 7.)**

## DCTRA 2004-2005 Membership Application/Renewal Form

**Member's Information:**
**Name:** \_\_\_\_\_ **Spouse:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**City:** \_\_\_\_\_ **State:** \_\_\_\_\_ **Zip:** \_\_\_\_\_

**Home Phone:** \_\_\_\_\_ **Work Phone:** \_\_\_\_\_

**E-mail:** \_\_\_\_\_

**Automobile Information:**
**Make:** \_\_\_\_\_ **Model:** \_\_\_\_\_ **Commission #:** \_\_\_\_\_

**Make:** \_\_\_\_\_ **Model:** \_\_\_\_\_ **Commission #:** \_\_\_\_\_

**Make:** \_\_\_\_\_ **Model:** \_\_\_\_\_ **Commission #:** \_\_\_\_\_

**Make:** \_\_\_\_\_ **Model:** \_\_\_\_\_ **Commission #:** \_\_\_\_\_

**Make:** \_\_\_\_\_ **Model:** \_\_\_\_\_ **Commission #:** \_\_\_\_\_

**Length of Membership Requested (New Memberships are prorated at \$1.50 per Month):**
☐ **ONE year \$18.00**    ☐ **TWO Years \$34.00**    ☐ **THREE Years \$50.00**
**Newsletter: I would like to receive the newsletter via:**    ☐ **E-Mail**    ☐ **US Mail**
**Comments/Suggestions:**

Please Note: All members are asked to fill out the form and send it to Ron Gurnee at:  
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### Desert Stages Theater Outing

The July 31st DCTRA outing to see "The Best Little Whorehouse in Texas" was a roaring success. Fourteen members and guests gathered for a delicious dinner at the new



Banana Leaf Asian Bistro in Scottsdale. From there, it was just a short hop to the Desert Stages Theater. More members joined the

group, and we all roared with laughter as the surprisingly talented troupe of amateurs sang, danced, and hammed it up in the hilarious (and sometimes bawdy) stage production.





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*(TR2, continued from page 5.)*

to be authentic. And, they are genuine Lucas parts.

At Triumphest '91 some pedantic took issue with my chrome bonnet hinges, claiming they should be painted body color like the boot hinges. All I could say is "that was the way it was when I bought it". Sure, I had replaced them, but they were chrome the first time I saw the car... My theory is that they were always supposed to be chrome, but when the first shipment arrived in natural metal finish -- the foreman simply said "paint them body color, and get back to work"! What do you think he would say if a few came in already chromed? At any rate, the local chrome shops wanted too much to remove the chrome --- so that is the way it is!

I am unable to drive the TR 2 at the present time because the wind noise drives my hearing aid berserk. I suppose I could turn it off, but what is the fun in driving a TR if you can't hear that fruity exhaust?



## August Breakfast Run



Text and  
photos  
by Pam  
Rineholt

The variety of cars present included two yellow TR6s, a red TR4, a red Spitfire, several Lotuses, Jaguars, a Healey, MGs, and a black Rolls Royce, as well as the air conditioned alternatives! John and Lila Truttman led us to Dillon's Grand, a golf course restaurant on the outskirts of Las Vegas (well, not quite, but well west of our usual destinations). Despite a few cars taking a wrong turn, and arriving late, the drive was fun, and everyone enjoyed the delicious and reasonably priced buffet, the beautiful view and the comfortable patio seating. The raffle was also fun, with a variety of British items for the taking.



September

Hi everyone,

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

4th Sat **Wolverton Manor Garden Fair, Shorwell** - From 10am - 5pm please feel free to join the VHVC and other classics on display in the show area. More details 862888.

3rd - 5th **Goodwood Revival** - Goodwood visit [www.goodwood.co.uk](http://www.goodwood.co.uk) for more info or tel: 01243 755000

5th Sun **Jaguar Enthusiasts Club Open Day** - Butterfly World, Wootton from 10.30am onwards.

5th Sun **IW Morris Minor Rally and Autojumble** - Havenstreet

5th Sun **Triumph Dolomite Club International Rally 2004** - This year being held at Hatton Country World, Warwick from 10am. Tel 08700111737 for more information.

11th Sat **Charity Classic Car Show** - Newport Quay, Newport. **Entry by ticket only** - let me know if you want one asap! All cars to be in place by 10am please.

11th Sat **Beaulieu Autojumble (Day 1)**

12th Sun **Charity Classic Car Show** - Canoe Lake, Ryde. **Entry by ticket only** - let me know if you want one asap! All cars to be in place by 10am please.

12th Sun **Beaulieu Autojumble (Day 2)**

12th Sun **8th Triumph World Picnic** - Beale Park, near Reading

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

20th 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.

22nd Wed *TBC* **Pizza and Gambling** - Meeting on Brading Downs at 7.00pm for 7.15pm departure for our classic run to Rookley for a pizza and through to the arcade in Shanklin for some gambling - bring your change - or alternatively you could go for a walk, play crazygolf or even go for a swim!

26th Sun (revised date) **The I.W. Triumph 2000 Group run to Calbourne Water Mill** - Assembling on Brading Down (near Ice-cream van) at 12.15pm, for a 12.30pm (sharp!) start, then a drive around South and West Wight with a stop for ice-creams! Arriving at Calbourne Mill at approx. 2.30pm for a static display. All Classic Cars, drivers and passengers will be admitted free of charge to the Mill and Grounds. Café open for refreshments. Join us on Brading Down or at Calbourne if preferred. **All Classics are very welcome to join. Do hope to see you there!**

26th Sun **VHVC Afternoon Tea Run with the New Forest Austin Healey Club** - Meeting at Butterfly World, Wootton 2pm for 2.30pm start.

Hope to see you all soon!

Isle of Wight Triumph Club

### Little Britain Challenge Cup Regatta 9 -12 September 2004

The Little Britain Challenge Cup is the largest annual corporate yachting regatta in Europe! This year it takes place in Cowes on the Isle of Wight from the 9th to the 12th September 2004 and is expected to raise over £100,000 for the Jubilee and Cirdan Sailing Trusts.





(Triumphest 2004, continued from page 1.)

We will never forget it.

Since then, Triumphest has been held in a variety of venues, but not once in a setting similar to Big Bear. We've been to San Diego, San Ramon, San Luis Obispo, Ventura, Riverside and Laughlin (twice), and all were excellent. This year though, Triumphest returns to a mountain setting, alongside an even more beautiful Lake Tahoe! To make this even more enticing, the Triumph Travelers club member who is heading up the planning effort for this year's T'fest is a highly experienced veteran. Rich Gibbon has played a key role in several Triumphests in past years. If any of you attended the San Ramon event in 1999, you'll remember how much fun that one was with the Marti-Gra theme for the welcome party on Friday night. Well, this year should be even better. Along with the usual events like the car show, the rallies, the walking tours, the photo contests, the welcoming party and the banquet, there will also be an opportunity to take a dinner cruise on the lake! This should be great fun.

After attending eight Triumphests, Lila and I have

gotten to know many, many Triumph enthusiasts from all over the western United States. Seeing them each year is like going back to a high school reunion! The adventure of taking our little British car on a voyage across a varied landscape with unpredictable weather and with an uncertain outcome brings excitement, anticipation, and an excuse to do last minute improvements to the car! We've cherished these trips, as you will too if you just make a commitment to attend. This *could* be the best Triumphest ever!

## Calendar of Events

**September 18th — Charity Car Show,** Mesa Marketplace

**September 18th — Sedona Annual Car Show and Fly In,** Sedona Airport, starting at 9AM. It is open to all cars. British cars are especially welcome. Entry fee is \$20. Sedona Car Club, Gene Mai at [mailist@wyattearp.com](mailto:mailist@wyattearp.com).

**September 19th — Breakfast Run,** 32nd & Shea, Meet at 7:30 a.m., leave at 8:00 a.m.

**September 30th - October 3rd — Triumphest 2004,** Horizon Casino Resort Hotel, South Lake Tahoe, Nevada.  
[www.triumphtravelers.org](http://www.triumphtravelers.org)

**October 2nd - 3rd — British Vintage Voyage 2004,** a weekend road trip for ALL British Car Owners. All proceeds will be donated to the Phoenix Children's Hospital and the American Cancer Society's Camp Sunrise for kids. The itinerary includes a visit to the San Dominique Winery at Camp Verde with an overnight stay in Cottonwood. On Sunday there is an option to take the Verde Valley Railroad Train ride. Registration is \$45.00 per vehicle, closing date Sept. 2nd. Call 480-985-2531

**October 17th — Farmers & Farmworker's Appreciation Day Car Show** Fundraiser for Queen Creek Family Resource Center, Desert Mountain Elementary School, Queen Creek, early reg. \$15.00, 480-987-5988

**October 24th — All British & European Car Day,** sponsored by The Arizona MG Club, Sunday at McDonalds at Indian Bend Rd. and 101 Pima Freeway, Scottsdale Pavilions area. Advance registration by Sept. 4th, \$25 per vehicle, day of show, \$35, includes \$5 donation

(Calendar of Events, continued on page 10.)



**Announcing TRIUMPHEST 2004**  
Come join us at the Horizon Hotel, South Lake Tahoe  
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**Events:**  
Dinner Cruise On M.S. Dixie -  
Paddlewheel Boat  
Friday Driving Tour  
Autocross - At the Hotel!  
Friday Cocktail Party  
Pancakes and Rallye  
Saturday Banquet  
Triumph Vendors and Regalia

**CONTACT:**  
Rich Gibbon (209) 296-8792  
[kgibbons@volcano.net](mailto:kgibbons@volcano.net)  
Tom Rodriguez (650) 341-6716  
[tomrodri@comcast.net](mailto:tomrodri@comcast.net)  
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## 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)

FOR SALE = 3 cylinder heads, several exhaust manifolds, Bra made by design Fabricators, tools for installing cam bearings, several coffee cans full of little stuff, valves, springs, distributors, ignition parts, well-used set of genuine sheepskin seat covers, probably a whole lot more I can't remember. Also have a manual tire changing machine and a bubble balancer. EXTRA: A fairly good sized collection of nuts, bolts, washers and fasteners in a 4' x 4' cabinet (you may have seen it at Roy Stoney's during the project car rebuild), engine stand, shop-vac and 2 small outboard motors. All of this stuff is located at my home in Show Low, so climb into your truck (you will need it), come on up and make me a reasonable offer. Tom Pennell 928-537-3355 or e-mail to tr3tom@frontiernet.net (10/04)

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*(Calendar of Events, continued from page 9.)*

to Ronald McDonald House. Gates open 8 a.m., vehicles in place 10 a.m. to 2 p.m. Karen Timian 480-899-3272, 480-206-4204, or richard.j.timian@boeing.com

**October 24th** — Greenway Band & Orchestra Car Show, Greenway High School, 3930 W. Greenway Rd, Phoenix, Registration fee: \$15 per entry, Pancake breakfast, \$3, Class 1100 is for foreign cars. Andy 623-915-8525 days

### 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.
- 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
- 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 Road. 6-9 PM. 623-936-6587

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## HIGHWAY HUMOR



Cartoon provided by Tom Pennell



TR250

TR4A

TR4

TR3

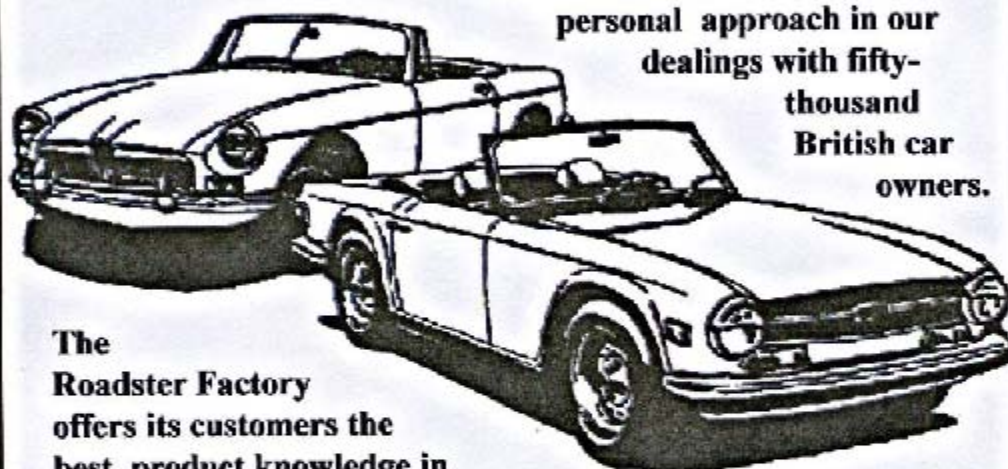
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