



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**

FEBRUARY 2005

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COMING EVENTS

**CLUB MEETING:
FEBRUARY 8 - 7:00 PM
F1 RACE FACTORY
317 S. 48TH STREET
COME EARLY -
HAVE DINNER -
STAY FOR RACING -
SUPPORT OUR
BENEFACTORS!**

**Breakfast Run
February 13th
32nd St. & Shea**

**Highland Games
February 26-27, 2005
Mesa Community College**



“Transformation Drive”

By John Nuss



The London Vintage Taxi Association sponsored the January 23rd Breakfast Drive. The drive was called a “Transformation Drive” because I noticed that at least two of the streets changed names more than once. One could drive two or three different streets without turning off the street.

Since the notice went out just a week before the event, I thought there would be fewer participants. I think the thirty-five participants overwhelmed Dean at the Cornish Pasty Company in Tempe. Our usual routine was interrupted because my cell phone wouldn’t work properly and the restaurant got a late count on the number of people. We did the prize drawing first and heard from the Jaguar Club about the next event (February 13), and John Horton reported on the legislative action of the Hobby Council.

For future reference, I think the Cornish Pasty Company would be a good place for dinner but not a meeting. Most folks were pleased with the food, but it was quite a wait for the food. On the up side, Kathy and I split one pasty Sunday morning, and I had three morning meals with the one we took home. By the way, a pasty is a traditional miner’s lunch. The thick piecrust was a way to prevent arsenic on the miner’s hands from getting into the rest of the lunch. Often the pasty had beef, rutabaga, potato, and onions cooked in the piecrust.



CLUB OFFICERS

PRESIDENT: Rich Aubert 480-225-4906

V.P. & Events: Stu Lasswell 480-786-0116

Secretary: Deta Hampsch 623-434-1999

Treasurer: Ron Gurnee 480-816-0836

Newsletter: Clay Rineholt 480-983-5605

Tech Advisors: Armand LaCasse

480-220-0255/Roy Stoney 602-231-0706

Historians: Mike and Joyce Bayne

602-938-1282

Membership: Ron Gurnee 480-816-0836

AAHC Rep: John Horton 602-843-1399

EDITOR'S E-MAIL: pueblodesign@mchsi.com

DCTRA WEB SITE: <http://www.dctra.org>

Meetings are held on the Second Tuesday of each month. (Including January.)

Dues are \$18.00 per year

For membership information, contact Ron Gurnee at 480-816-0836

Permission to reproduce anything in this news-letter is granted provided proper credit is given.

CONTRIBUTORS

We would like to encourage every member to help with newsletter submissions, we welcome all TR stories, articles, and photos. A Best Regards and thank you to the following Contributors and Advertisers who supported our February newsletter:

Rich & Diane Aubert, Philip & Shirley Blahak, Delta Motorsports, F1 Race Factory, Ron Gurnee, Deta Hampsch, Beth & John Horton, Import Car Parts, Stu Lasswell, MicroWorks Computer Networking and Maintenance, Moss Motors, Ltd., Thomas Nicoud, John & Kathy Nuss, Tom Pennell, The Phoenix Flower Shop, Roy Stoney, Dave Riddle, Pamela Rineholt, The Roadster Factory, Ken Schmidt, Arthur Wallis, Fran Wickenhauser and anyone else we missed.

THE PREZ SEZ

We drank champagne, ate the food, and elected a new slate of officers. It's time for another exciting year of those little British cars!

Diane and I wish to thank all those brave souls who voted for me. I also would like to thank Ron Gurnee for the tremendous work he did in contacting all the members and verifying our membership list. This was a Herculean task. We now have a membership roster that is up to date, and it will be on the Internet shortly.

In an effort to save the Club money, we have identified about seven members requesting the newsletter be mailed to them. In addition to those seven newsletters, we have approximately 12 to 15 newsletters that we will print for the companies that advertise with us and to place on the counter at Delta Motor Sports to promote our Club. Thus, we will save \$280 a month in printing costs.

I would also like to thank Tom Nicoud and Zane Horton for stepping up and volunteering to help with the re-design of the Club's web site. We're looking forward to capturing items of best practices on restores, locations of local vendors, and articles about service organizations.

Many thanks to John Horton for the work that he's done in getting the Emissions bill passed. As of the writing of this newsletter, the bill has passed the House and it's off to the Senate, so we are much farther in our quest than ever before, thanks in large part to John and his efforts.

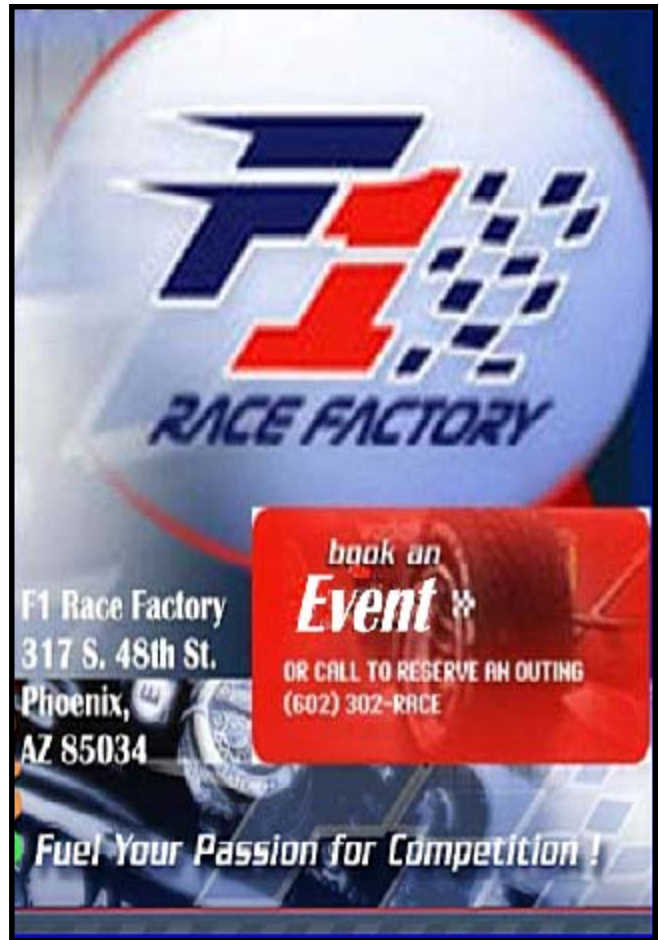
Diane and I met John Horton and were introduced to the DCTRA at the Wheels of Britain in 2000, and when we joined that year, meetings were being held at El Zaribah Shriners on North 40th Street. The first couple of meetings I really had doubts about continuing in the Club because I wasn't really sure what the DCTRA had to offer. There were only about 10 or so people in attendance at each meeting. Also, at that time my first 'little British car' wasn't even running. (Just a note: that car is still in pieces!)

(Prez Sez, continued on page 4.)

MINUTES OF THE JANUARY MEETING

No meeting was held in December. The meeting for January was at the Landmark Restaurant for our annual Champagne Brunch & Election of Officers. About 35 people were present. There were no additional names for nomination so the ballot was unanimously accepted as it stood. The newly elected President is Rich Aubert, Vice President is Stu Laswell, Secretary is Deta Hampsch, and Treasurer is Ron Gurnee. John Nuss officially transferred the gavel to Rich with John Nuss completing the meeting today. The \$18 annual membership dues are now due for the new year. This past year we had 17 singles and 67 doubles, with a grand total of 151 total members, including wives, and 84 total memberships. Rich and Ron Gurnee will look into a more centralized location for our meetings. F-1 Race Factory has proven to be too noisy. John H. made a toast to previous, current, and new members.

The treasurer reported we are doing fine & will have a fine base to begin with when planning our next turn at hosting Triumphest. Previous Triumphest said we were due to host in 2006. It should have been 2007. Rich will get in touch with the other four presidents to get a rotation list. We are looking at alternative ways to print the newsletter for the few who need to receive a hard copy, and also send to our advertisers. Almost all newsletters are received by e-mail. We received a very nice thank you from John C. Lincoln for our Christmas donation. Rich & Diane Aubert received the award this year for most events attended. Ron Gurnee told about a belt buckle that could be personalized to sell for \$26. John Horton reported from AAHC that the previous bill did not pass in our favor. A new bill is being written that would exempt collector cars from passing emissions. We MUST support this house bill. It will be our last chance to accomplish this exemption for collector cars. Look for a detailed report from John H. further in the newsletter. John H. said if we want to have a work party to put sides on his new shop building, he will provide a steak fry afterwards for those who help.



The meeting was adjourned at 1 p.m.

Deta



Here is a picture of my car and garage in Crested Butte, Co. We have 4-6' of snow on the ground currently. I plan to bring the TR down to our Phoenix home this Fall, so hope to see you all, again, then.

Fran Wickenhauser

TECH TALK

Emissions Test Resource

By Tom Nicoud

If and until Triumphs (as "collector cars") are exempted from emissions testing in the parts of Arizona (like the Phoenix and Tucson metro areas) where they are registered, owners in those areas are faced with the regular prospect of the cost of testing and the more likely cost of special adjustments or repairs. Unfortunately, an exhaust gas analyzer is required to determine emission levels and indicate the effect of any adjustment. As the analyzers are rather pricey tools, most DCTRA members needing emissions assistance must rely on service providers in their respective communities.

Last year, having relocated recently from Minnesota with a 1976 TR-6, licensing and registration was required. Despite low mileage and smooth engine operation, it did not pass the AzDOT emissions test.

At a previous monthly DCTRA meeting one of the members indicated satisfaction with a service person he used to prepare his V8 modified TR-4 for emissions test. He provided the name of Wes McGann ("The Emission Magician") as his resource for successfully completing the emissions gauntlet.

Wes McGann (602-439-4995) works out of his home (about 35th Ave. & Peoria). His protocol involves testing and adjustment of the engine as well as subsequent personal transport of the vehicle to a nearby AzDOT emissions test station for retest. When finished, the vehicle and the "passed" emission test certificate are ready for pickup.

Because Stromberg carburetor adjustment was not familiar to Wes, three trips to AzDOT were necessary. His service fee (under \$100) did not reflect the extra ("learning curve") effort required!

Although certainly a road trip from south Tempe, Wes would be my service provider choice when facing the emissions test again.



(Prez Sez, continued from page 2.)

One of the first Club functions we participated in was the B.E.A.T., and Diane and I had a wonderful time in our big American car. I mention this fact to show that the Club had a lot to offer once we became more and more involved, and hopefully, this year as President, I can encourage more people to become involved and enjoy the friendships and gratification that comes from working to restore one of these terrific vehicles.

I now have four cars – a '72 Spitfire on which the Club helped me rebuild the engine but is not yet installed; an '80 TR7 that is my present restoration project; another '80 TR7 that's a future project; and my pride and joy, a '73 TR6 that is ALMOST fully restored and which runs us to the many and varied Club events.

My advice? Participate in the DCTRA, buy Triumphs to restore, and enjoy the other members that you'll meet. Let's make this a year full of fun and activities!

RICH

JIM MEDLAND, President
ROSS VAUGHAN, Parts Mgr.



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Emissions Test Exemption for Collectible Vehicles Legislation

By John Horton

The auto and motorcycle lobbies have combined to attempt to pass legislation to eliminate both from emissions. H.B. 2357 has been introduced in the Arizona House of Representatives to exempt qualified collectible vehicles 15 years old and older from the state's mandatory emissions inspection and maintenance program. Qualifying vehicles would have to maintain appropriate collectible or classic automobile insurance to retain these benefits.

H.B. 2357 defines collectible vehicles as 15 years old or older, of unique or rare design, of limited production and an object of curiosity and maintained primarily for car club activities, exhibitions, parades, etc. and is used infrequently for other purposes. H.B. 2357 provides for a rolling 15-year emissions inspection exemption that would exempt qualifying vehicles upon enactment and would pick up an additional model year for each year the law is in effect. H.B. 2357 provides for an emissions inspection exemption for collectible vehicles for which the owner holds appropriate insurance coverage. H.B. 2357 acknowledges the relatively minimal environmental impact of older vehicles, such as the older vehicles targeted for this exemption. I.E. noted that the impact would be less than 3 metric tons a year for the group. H.B. 2357 recognizes that such vehicles constitute a small portion of the vehicle fleet and are well maintained and infrequently operated. Actually less than .00023% of the total registered vehicles.

At this writing HB2357 has passed the house and is on to the senate. We do have momentum going on emissions. It may not be perfect, however we need to take this and then do any modifications needed in the future. A couple have voiced problems with the emissions concerning cars older than 1967. We will be addressing any problems and make modifications to help all out. One bill is not the solution to all the emissions problems. Let your heart not be troubled. We will work to get help for the entire collector car hobby. I will keep you informed as to the progress and need to e-mail the legislators.

Ticket & Tow Anti-Cruising Bill

By John Horton

HB2530 the "anti cruising" bill needs to be stopped short. We cannot afford to be complacent and let it get thru. This is the same bill as last year; if it passes ANY car event on the street can be stopped by ANY police or "volunteer" and cars taken to impound. Democrat Martha Gutierrez is the sponsor. She is in Maryvale and does not understand the statewide impact of her legislation.

HB2530 whose official "Reference Title" is: "Unauthorized Assembly Of Vehicles; Penalty," will allow your vehicle to be ticketed and towed if your vehicle is part of a group of vehicles that "restrains the movement of traffic" and "impedes" access to a driveway or blocks deployment of emergency vehicles. (Isn't that everybody during rush hour?)

HB2530 is a motorist's worst nightmare. You don't even have to break any laws to have your vehicle impounded, you just have to be part of a traffic jam to be ticketed and towed. (Then you're left stranded on the side of the road, which then becomes "loitering.")

HB2530's real intention is to punish teenagers for "cruising" (but who had not yet committed any other punishable offenses) in the "Maryvale" neighborhood of Phoenix.

Unfortunately, the unintended consequences will affect drivers of all ages and vehicle descriptions for years to come. We realize Maryvale has a problem

HB2530 was assigned to the transportation committee this week; it looks like it could go for a vote next week. We might as well start calling and let them know we are out here and against this bill. Site the "unintended consequences" this bill can have on charity drives, toys for tots runs and car club outings. There are now sufficient laws that cover this illegal activity without adding unnecessary layers of laws. This intended bill can be very dangerous to our hobby. A statewide law can hurt us all. If you want to start contacting the Transportation Committee and asking them to vote no on HB2530 that would be great.

Kruse Auction

By John Nuss



Trevor, John Nuss's Spitfire, Shirley Blahak, AMO President, and Michelle Blom, who invited us to attend the Kruse Auction, in front of the DCTRA banner and tent.

We had seven Triumphs set to go to the Kruse Auction. Actually, one was a Morgan, but it has the Triumph engine. Pam Rineholt was going to drive her TR6 to PIR but there was a fuel issue that needed some attention so the car, Pam and Art stayed home. Dave and Denine Muree were going to add their Spitfire to the mix but unfortunately work got in the way. We, John Reynolds, Jonathan Leet, Tom Butler, and Pat Ballogg, and I met at the Fry's parking lot along with members of the Arizona Mini Owners. From there we motored to the PIR entrance and put up banners and canopies. We watched some stock cars drive around the racetrack, ate an expensive burger and talked with a lot of people. I'm not sure how many will be members but we did get e-mail addresses and let them know of our activities.



There were few cars of interest to me, mostly pre-war and then muscle cars. The Rolls Royces sold for about

\$11,000 while a nice Austin Healy 3000 brought \$40,000. The Cobra look-a-likes were there and a lone MGB. My thought was that if either the AH or MGB showed up at a show or breakfast drive we would say they were really nice cars, but nothing outstanding.

By about four in the afternoon we were ready to drive home.



We helped

Tom reconnect a throttle pin and the rest of us motored home.

I'm not sure how or why we received an invitation, but it was kind of the Kruse people to give us admission. Maybe next year with more advanced notice more Triumph owners may want to spend a Saturday at PIR.



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8th Annual B.E.A.T. (British Euro Auto Tour)

Are you ready? The 8th annual B.E.A.T. (British Euro Auto Tour) drive is being planned and looks like we have some great things going on. First of all let's be sure we have our calendars marked correctly - April 23-24 '05. If you think that's a long time off, just be aware we have already received 11 applications. Are some people on the ball or just anxious! In '04 we had 134 cars participate in the tour through some of Arizona's most beautiful back roads and mountains. This year we are looking for even more drivers and their wonderful machines. Remember that last year we had drivers from as far away as Kentucky and our first international driver from British Columbia.

The route remains the same but we have added some additional fun things to make the drive memorable. First of all, a big thanks to Stephen Golde & Joseph Frischknecht for accepting the challenge of our first "Best Sounding Exhaust" contest. Stephen has designed a trophy that is truly unique and Joe will be in charge of

recording those classic notes and together making the determination of the winner. Also, a special thanks goes out to Rob Lester who has agreed to do individual photographs of cars with drivers and have copies delivered during breakfast Sunday morning. Both of these activities will take place in Cottonwood. And let's not forget the "Bob & Len" show as again this year they have volunteered to decide the winner of the "Most Desirable Car" on the tour. I have some additional ideas - more work needed.

What's left to be done? A new design for the t-shirts, hats and dash plaques, pass out fliers & brochures, attend meetings with different Chamber of Commerce personnel, get permission from all of the Prescott merchants so we can park on "Whiskey Row" and as they say, the beat goes on. What can you do? Well, tell a friend or make an announcement at your next car club meeting. Applications and the information sheet are available to download from www.beataz.com. Another thing — if your favorite British / Euro vehicle is not ready to make the tour and you still want to participate,

(B.E.A.T., continued on page 10.)

ISLE OF WIGHT TRIUMPH CLUB

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• Spinn • Band • Heston • Victoria • GTS • Lancelotti • Sawada's •

February

Hi everyone,

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

Sun 6th **10th International Triumph Show & Spares Day** - NAC, Stoneleigh Park. Hundreds of traders, autojumble stands and club displays all under cover. For advance tickets please phone 01568 797881 or visit www.triumphshow.co.uk

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

Sun 13th **VHVC Valetine Afternoon Tea Run** - Meeting at Butterfly World, Wootton 2pm for 2.30pm start. *Please check your magazine to confirm date has not been changed.*

Mon 21st **IW Triumph Club meeting** - All Triumph owners / enthusiasts welcome, the *free* club catering for all clubs! At the Woodman Arms, Wootton from 8pm

Fri 25th - Sun 27th **2nd International Historic Motorsport Show** - Stoneleigh Park, Warwickshire. Showcasing all historic racing, rallying etc plus 600 stands and demonstrations. Tel 01367 250001 / 250006 or visit www.historicmotorsportshow.com for more info

Angela & Graham
Isle of Wight Triumph Club



Osborne House on the Isle of Wight

Osborne House on the Isle of Wight

Queen Victoria married Prince Albert in 1840. Five years later they bought Osborne, then a relatively small Georgian house. Its ambitious replacement was the work of Thomas Cubitt, best known for his buildings in London. The result was an Italianate house, rather than one in the Gothic style normally associated with the Victorians.

The interiors at Osborne abound with opulence and grandeur – the marbled pillars, gilding, statuary and magnificent portraits remind us that this family had links with all the crowned heads of Europe. The royal household was organised according to a strict hierarchy. This is revealed in the recently restored Queen's Dining Room, as the table is set placing the family members according to precedence. Beneath the Queen's Dining Room are the Table Deckers' rooms and Servery, which give us a unique glance behind the scenes at the preparations needed for a small royal family meal. The Durbar Room provides the setting for the stunning collection of Indian gifts given to the Queen for her Golden and Diamond Jubilees.

Like the house, the gardens at Osborne were in formal Italianate style and were designed by both Cubitt and Prince Albert. The walled garden that produced fruit and flowers for the house has been restored as part of the Contemporary Heritage Gardens scheme launched by English Heritage. It has been successfully recreated by the designer Rupert Golby, with a view to recapturing the Victorian spirit of the garden.

The Swiss Cottage, a miniature house designed for the royal children, is complete with furniture that was specially crafted for them. Surrounded by its own gardens, here the princes and princesses grew vegetables and would use the working kitchen in the Swiss Cottage to cook meals for their parents.

Queen Victoria died at Osborne on 22 January 1901, lying on a small bed in the Queen's bedroom surrounded by her children.

Calendar of Events

February 8th — DCTRA Meeting, F1 Race Factory, Food 6 p.m., Meeting 7 p.m.

February 12th — Gold Rush Days in Wickenburg. DCTRA will be in the parade and also make plans to have lunch in Wickenburg after the parade. The last time we attended the event there was a special event for vintage/ classic cars. The parade is Saturday, February 12 at 10:00 AM.

February 12th — Subzero Car Show at Peoria Sports Complex to support the Fire Dept. Info from Mark 623-451-0221

February 12th — 2nd Annual Classic Car & Hot Rod show in downtown Chandler. (pre 1980) Call Jerry 480-460-7798

February 12th — Palm Creek Car Show in Casa Grande. Call Carolyn 520-876-8980

February 13th — Breakfast Run, organized for us by the Jaguar Club. Meet at 32nd St. and Shea Blvd, NW corner, at 7:30am ready to leave at 8. Mark tells me it will be to somewhere on the west side this time!

February 13th — Over the Hill Gang Poker Run. Starting from 5 & Diner at Scottsdale Pavilions. 602-944-6630

February 15th — Fabulous Fifties Ford Club of America My company is putting on a corporate event and we need six (6) **1950 to 1955 classic cars** to put on display, with driver to stand by and answer questions about their car, during our dinner function. Date: Tuesday, Feb. 15, 2005. Location: Westin Kierland Resort in Scottsdale. Time: 7:00pm to 10:00pm. We will be glad to feed the drivers a light meal and pay them a fee for their time for the evening event. Is anyone in your club available and interested in attending our event? Dianna Jimison, Entertainment Coordinator, **Merestone**, 480 945 4631 V, 480 945 0590 F, www.merestone.com

February 20th — AZ Auto Hobbyist Council United we Drive Car Show at Sanderson Ford. Dan 623-435-8961

February 26th & 27th — Highland Games & British Car Display at MCC. Registration form on page 7 of January issue.

March 13th — Wheels of Britain at Heritage Square. Registration form on page 6 of January issue.

April 23-24 — The 8th annual B.E.A.T. (British Euro Auto Tour) drive. The route remains the same but we have added some additional fun things to make the drive memorable. Applications and the information sheet are available to download from www.beataz.com. Mike & Janice Goodwin (E-Mail: koolkataz@qwest.net)

June 23rd - 26th — The 2005 TRA – Bigger, Better, and Uncut NEVER BEFORE has the TRA been held west of the Mississippi River, and NEVER BEFORE has there been a participants' choice show at the TRA with 1st, 2nd, and 3rd place awards for all classes of cars entered. The 2005 annual TRA national convention will be held in Branson, MO, from Thursday, June 23 through Sunday, June 26, 2005, and is being sponsored by the Texas Triumph Register of Houston, TX. We're planning many events, drives, shows, and on-your-own options for everyone's interests, including: The traditional TRA concours show for TR2's through TR4A's; a complete participant's choice show for all Triumphs with 1st, 2nd, and 3rd place; awards for all registered classes of competition; a paddlewheel riverboat ride, dinner, and show; a welcome dinner and events; an awards banquet with door prizes; the many shows, dining, attractions, and shopping of Branson, MO; a poker run and rally; an autorama; a funkana; a winery drive and tour; a breakfast run and rally; the beautiful weather of Branson, MO in late June. We have chosen a host hotel in Branson and have already negotiated an unbelievable price of \$40 per night with them for all TRA attendees. The actual schedule, costs, and details will be provided soon, but it's time to start planning this event, so put it on your calendars for Thursday, June 23 through Sunday, June 26, 2005. Branson, MO is a vacation destination for the whole family, so start making your plans now! We look forward to seeing many new

(Calendar of Events, continued on page 10.)

CLASSIC-FIED ADS

Trumpeter Classic-fied ads are free to members and will run for three issues, unless extended by the advertiser. (That's why you see a date at the end of each ad). If you sell your item, let us know and we will remove the ad from the next issue. Otherwise, it will automatically disappear after the third consecutive printing.

FOR SALE = 1974 TR6 in good condition, Pimento w/black interior. Asking \$8,900. The car is located in the east valley. Ron Burke 480-380-0658 evenings (2/05)

(Calendar of Events, continued from page 9.)

faces and many new cars that will take advantage of this location and expanded events. Texas Triumph Register, P.O. Box 40847, Houston, TX 77240-0847.

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. at Pima Freeway and Pima Road, Scottsdale. 4-10 PM. 602-443-0800
- Chuy's, Arizona Avenue & Warner

Dan Frank 480-358-1744

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- Shoney's, 59th Street & Bell, Phoenix. 602-948-0719, 623-561-1971
- Sonic, 33rd Avenue & Bethany Home Road. 6-9 PM. 623-936-6587

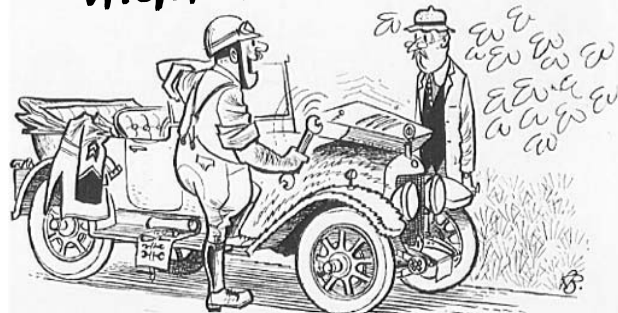
(B.E.A.T., continued from page 7.)

we need a volunteer for the "chase vehicle". There are special benefits for this person (truck & trailer offers are also requested). We are also working on lodging for Friday night the 22nd for those coming from out of town - information will be contained in your application e-mail confirmation. I'm sure we've forgotten some things, so send me an e-mail with your thoughts & suggestions.

Thanks,
Mike & Janice Goodwin (E-Mail:
koolkatakaz@qwest.net)



HIGHWAY HUMOR



'By jove, Sir, they don't make them like this any more!'

TR250

TR4A

TR4

TR3

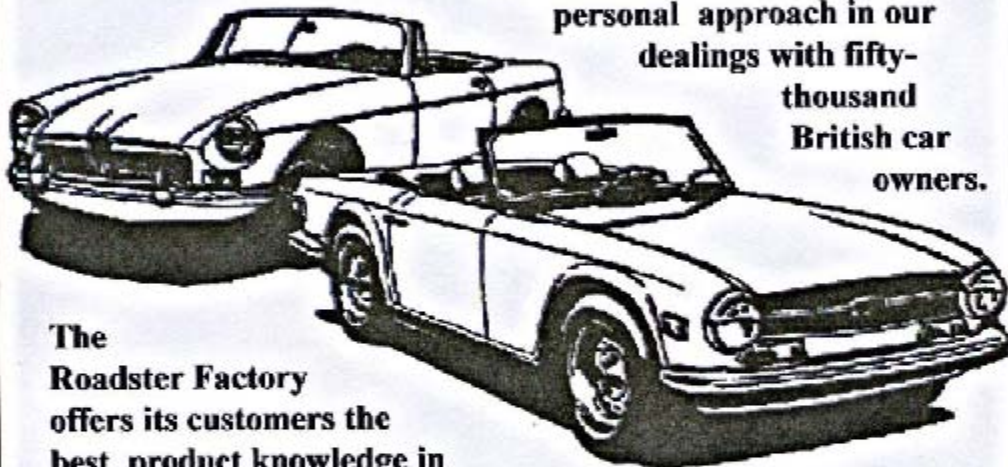
TR6 TR7 TR8

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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