

TRiumpH TRumpeter

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE - TRIUMPH REGISTER of AMERICA

"ALL THE NEWS THAT FITS - WE PRINT"

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

APRIL 2002

Vol. 23, #4

MEETING: APRIL 9 @ 7:00 PM
MANUEL'S MEXICAN RESTAURANT
2820 E. INDIAN SCHOOL RD.
COME EARLY! BUY FOOD!
SUPPORT OUR BENEFACTORS

CLUB OFFICERS

V.P. & Events: John Horton 602-843-1399
Secretary: Deta Hampsch 623-434-1999
Treasurer: George Montgomery 480-610-0279
Newsletter: Mike Bayne 602-938-1282
Tech Advisor: Armand LaCasse 602-870-8585
Historians: Mike and Joyce Bayne 602-938-1282
Membership: Tom Pennell 928-537-3355
AAHC Rep: Roy Stoney 602-414-9953

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

Dues are \$18.00 per year

For membership information, contact Tom Pennell at 928-537-3355

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PROJECT CAR STATUS

The car is now being stored in Mike Bayne's garage in Glendale. There will probably need to be a workday or two to fine tune some of the finish work prior to Triumphfest. Mike will keep a list of things needing attention.

COMING EVENTS

APRIL 20 -21

5th ANNUAL B.E.A.T
NE corner I-17 & Dunlap
6:30 AM on the 20th
Details and entry form inside

MAY 5

ALL BRITISH BREAKFAST RUN
HOSTED BY THE LOTUS CLUB
32nd & Shea
7:00AM to leave at 7:30

TOP 10 THINGS NOT TO SAY TO A COP

1. I can't reach my license unless you hold my beer. (OK in Texas)
2. Sorry, Officer, I didn't realize my radar detector wasn't plugged in.
3. Aren't you the guy from the Village People?
4. Hey, you must have been goin' about 125 mph to keep up with me. Good job!
5. Are You Andy or Barney?
6. I thought you had to be in relatively good physical condition to be a police officer.
7. You're not gonna check the trunk, are you?
8. I pay your salary!
9. Gee, Officer! That's terrific. The last officer only gave me a warning, too!
10. Do you know why you pulled me over? Okay, just so one of us does.

RACING REPORT

Racing Schedule for 1st Quarter 2002

Sports Car Club of America

<http://www.az-region-scca.org/>

Sports Car Club of America (Solo2)

<http://www.azsolo2.com>

Arizona Sports Racing Association

<http://www.azsportsracing.org>

National Auto Sport Association

<http://www.nasa-az.com/>

April

6-7 SCCA @ PIR

6-7 NASA @ Firebird East

27 - 28 ASRA @ Firebird Main

May

4-5 SCCA @ PIR

4-5 NASA @ Firebird Main

THE ASRA 2002 SCHEDULE HAS NOW BEEN POSTED
TO THE WEBSITE

IT INCLUDES SEVERAL WEEKENDS AT PHOENIX IN-
TERNATIONAL RACEWAY!!!

That's Right Folks. You asked for it, so in 2002, we are
at PIR!!!

Events and Registration details

will be announced shortly.

Dave Riddle

MINUTES OF THE MARCH MEETING

Our March meeting opened at 7:00pm at Manuel's Mexican Restaurant with 30 members present. We had a number of guests/new members, including Adam Geremia & Christina Kelly (blue TR-6), Mark (Ford Corrina), John Matthews from San Francisco (Herald & TR-4), and Tom Watson (yellow TR-250).

The minutes were approved as printed, and George Montgomery says the treasury is doing fine. A deposit has been sent to the River Palms hotel in Laughlin to secure the site for Triumphest 2002.

We discussed the method of repayment to the club for money spent on the Project Car; whether the club would receive shares or simply be reimbursed for the amount spent on the restoration. The exact amount spent will be reviewed by John Horton and Tom Pennell. John encouraged us all to purchase tickets and to work hard to sell them to others.

We had a beautiful day for the Wheels of Britain show this year, with no rain for a change. There was a large turnout of cars from all the clubs and everyone appeared to be pleased with the results. Upcoming in April is the B.E.A.T. trip, and we're all hoping for good weather this year with no snow for a change. John has tentatively scheduled a club drive and picnic lunch at the Boyce Thompson Arboretum near Superior for our May event. Details at the April meeting.

Tech problems were discussed and solved, and a red interior for a TR-3 was offered NO CHARGE, to "a good home". Contact Roger Guzowski for details.

Meeting Adjourned at 8:35pm.

Deta Hampsch

CLASSIC-FIED ADS

WANTED: TR3 or TR4 - Needs to be clean and rust free. Contact Dave Riddle at dave@microworks.net or by phone at 480-610-8232. (02/02)

FOR SALE: Tube shock conversion kits for TR-6. Multiple orders will bring the price WAY down! Call John Horton 602-843-1399 (02/02)

FOR SALE: 1971 TR-6 - Project car. Runs, drives, needs work. \$3200 OBO. Call Gene Rogers 602-617-1912 or 480-926-6142 (02/02)

For Sale - 1962 TR4. Original Arizona/California car with very little rust. Straight body. Car has strong engine (excellent compression, not an oil burner). New tires, brake hoses, battery, teak dash, front bumper, dash pads, trans tunnel, other new parts. Replaced gas tank and wiring loom, recored radiator, rebuilt generator, brake & clutch master cylinders, overhauled carbs. License, title and registration are current. Needs repainting and interior finished. Includes 1 gallon of Dupont Centari Signal Red paint. Actual cost records and invoices available. Price - \$2,750. Steve Francois, 480-946-3590 (12/01)

Wanted - TR-6 in decent running and cosmetic condition as I would like a good car to start from in restoring it. 480-610-8234 (12/01)

For Sale - 1972 MG Midget - Red roadster - New engine - body and interior original. Call Bill Maybaum at 480-905-9071 (01/02)

TRIUPHEST COMMITTEE MEETING MINUTES

March 5 - Present were Roger & Roni Guzowski, Mike Bayne, John & Lila Truttman, Fran & Diana Wickenhauser, Rick & Diane Aubert, John & Beth Horton, George Montgomery, Shirley & Phil Blahak.

Minutes were read, and it was decided to send an e-mail copy of future minutes to all committee heads. John Horton reported that Roadster Factory has sent plastic bags and promised gift certificates. Bags will be stuffed in September or early October.

Regalia - the Blahaks displayed an assortment of their wares, which would be available for Triumphest. They brought a copy of our 1997 invoice, and had a sample of our 2002 logo already embroidered. Dash plaques, trophy samples, mugs, etc. were passed around. On tee shirts, heat transfer would work better with our design (but must be on white only), and embroidery on higher quality shirts. Embroidery costs \$8.50 and heat transfer is \$3.50, in addition to the item cost. Discussion followed on the various types of shirts and fabrics. Mike will present a plan at the next meeting, and will confer with Blahaks in the meantime. We might set up a table in the main tent to sell regalia such as mugs, parking signs, etc.

When trophies are presented, it was thought best to mail out name plates after the show. There would be 175 to 200 at 37 cents each.

John Truttman said we should draw up a time line, to plan time needed to accomplish each task. He wanted details

on entry numbers and order amounts from other years, and which clubs are involved in the rotation. Other clubs will be mailed entry forms for Triumphest and the car raffle.

Roger stated we will not hire a professional team to time & score the Autocross - we will do that ourselves. A company had quoted a \$1000 fee. Traffic cones for the Autocross can be rented. Dave Riddle will plan the course and the amount of cones required. Armand is currently planning the Funcours.

There was a question on what arrangements had been made with Bob Hohanshelt regarding bringing his TR2 for display. John Horton volunteered to talk with him and report back.

After another discussion on banquet food choices, it was decided to offer beef or chicken only.

Fran announced that Moss Motors has offered to donate \$1000, to be used as needed. Probably this will be the Hospitality Party. Rimmer Bros. will be coming, and all the major suppliers have been contacted. The party is to have a 50's theme, so plan to dress accordingly. The Nuss and the Coles, being musicians, can be contacted regarding sound systems and music.

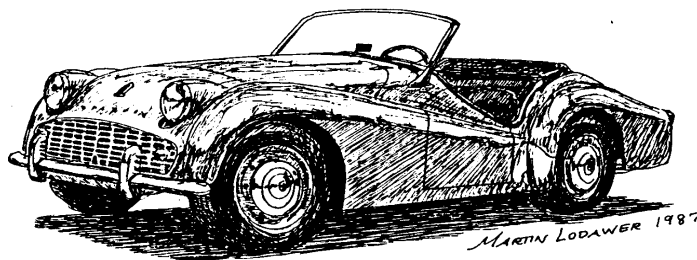
George will be sending a deposit to the hotel. A security guard will be provided, at our cost. We will not be adding a surcharge to hotel room rates.

Either Roger or Al Melendez will oversee planning the group photo and hiring a photographer.

Due to the time, further committee reports were tabled until next month.

There is a tentative date of the April 27 weekend for an expedition to Laughlin to check the facilities. Next meeting will be Wed, March 27 at Auberts, 8538 E. Turney. Meeting adjourned at 9pm.

Beth Horton



JIM MEDLAND, President

ROSS VAUGHAN, Parts Manager



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EDITORS DESK

Preparations are underway for Triumphfest 2002, and you are being represented by a great crew of dedicated members who are hard at work to make sure that this will be a great event that we will remember for a long time. The committee heads have been meeting every few weeks to report their progress, and the meetings have proven to be spirited and productive. During the course of these preparations one thing has become very clear! the need for the membership to step up and volunteer to help out with our running this event. While the preliminaries should only involve a core group of people, the actual execution will involve the combined efforts of the club as a whole. OK, it's a lot of work, but if we spread out the duties among a lot of members, it won't be more than anyone can handle. Besides, it might even be fun!

Along those lines, we need volunteers to bring their cars to the May meeting at Manuels so that we can practice judging for the Funcours event. Although we know what we like when we look at a car, we need to be able to quantify our methods more than "That sure is a nice looking TR". How many of us can discern between a 90-point and a 95-point car without turning into a Pebble Beach maniac, while enjoying ourselves at the same time? We've got a few members who have experience in this area and they will guide us through what to look for and how to score what we see. Bring your cars and learn something useful!

Mike Bayne

RACING REPORT

Well this past weekend the Arizona Region hosted a Regional race on Saturday and a National race on Sunday out at good ole Firebird Raceway. Since Chico Breschini was coming down from California to Arizona to play with us I asked him to bring the extra F500 KBS Mk V that he has for me so that I could rent it from him. I wanted to see what a newer chassis car feels like with Rotax power compared to my old Red Devil with the Kawi.

I met up with Chico out at the track on Wednesday night for a test fitting. I then stopped off at the Sporting goods store on the way home to get some elbow pads to go along with the knee pads that I normally wear. The KBS was much narrower than my own car and one of the rails that runs down the side of the car just felt like it would bang up my elbows pretty good without some padding in place!

The Saturday practice session really felt promising as Chico, Gene and I headed out to run laps with the FF, CF and FV's. My intention for the practice session was to start out really slow and just get a feel for how the car drove and how the brakes felt. After running a few laps like that to begin to bring on the power to stretch myself and find the limits of the car. Alas it was not to be...on my third lap around the track I lost drive and thought it was a broken belt. After getting towed back to the paddock we thought it might be the electric fuel pump and then when we could not get the car to turn over we tried turning it over by hand. No joy. Now we got worried. Pulled the drivers side right plug - it was hot but looked ok. Pulled drivers side left plug - hot too and had bits of aluminum - not a good sign. Chico opened the radiator fill and saw that the motor was dry! This was really odd as there had not been any fluid sitting on the belly pan or under the car before we went out and we had topped off all fluids including water before we headed to grid. A pressure test showed that there was a leak around the head gasket.

Chico pulled a spare motor out of the trailer and we (Chico, Gene and myself) proceeded to swap motors. As we were disconnecting the water temp sensor from the motor the wire came loose. That would explain why the water temp unit had not given any warning. Another good example why an electric water temp unit is better than a mechanical one. If it had been electric I would have pulled off track when it went to zero, as it was the mechanical gauge still read around 170 even with the wire completely disconnected from the sensor.

We missed the qualifying session so I was forced to jump into Saturday's Regional race from the back of the grid without any experience in the car other than my three very slow laps from the practice session.

Once I got the tires up to temp and after keeping a real good close look at the gauges (an electric water temp unit had been installed) with nothing looking out of the ordinary (EGT around 1180, RPM hovering around 7700 and water reading around 150) I started to lean on the car to try and find my limits.

CONTINUED OVER THERE ----->

RACING REPORT - CONTINUED

Unfortunately in all the work getting the car ready to drive we neglected to change the rear tires from the old dead ones that I was going to go out on for the practice session to some scrubbed in new rubber. I quickly found that on hard lefts (almost all of Firebird is a hard left!) that the right rear tire seemed to be rolling on me and was very hard to control when straightening out off of a really hard left - like the Tower turn. I looped the car once in the Carousal and one other time coming out of the esses on the back side. When I looped it in the esses and got out on the gravel I could not get the car going straight and did about three full spins in it before breaking free and getting back on track. On another trip around the Tower turn I saw the blue flag and pointed the FF of Greg Dalmolin by. Just as he was coming along side of me the right rear tire did it's roll over and snap back trick making the rear end step out. As I moved to correct and bring it back under control Greg and I appeared to touch. I did not feel anything however and later at impound neither one of us had a telltale black donut on our cars, although it appeared that maybe we had brushed sidewalls of our tires! For my trouble however I got a furred black flag shaken at me as I went by Start/Finish.

The race mercifully came to an end. I did manage to record a fast lap of 1:09.773 even with the car being as ill handing as it was. Gene and Chico were watching the race from up on the Grandstands across from the Tower turn and later Gene said we could tell that the tire was rolling over as I came through the turn because he could see the rear end bouncing all over the place.

For the first qualifying session on Saturday afternoon for Sunday's National race we got the rear tires changed and I managed to turn a 1:06.806 for second place compared to Chico's 1:06.143 and Gene's 1:09.840. I felt great considering that this was only my second session in the car and considering how long Chico has been driving his car. He really set me up with a fun car for the weekend. Gene was a bit let down trying to figure out why he was so far off the pace.

For Sunday's second qualifying session I figured to take it slower and just work on the line. I was comfortable being behind Chico and I figured in the race I would tuck in behind him and try and pick up some tips and with Gene being three seconds adrift I did not think he would be able to find that much time.

After waving by the other cars and establishing a clear road in front of me I settled down to work on various lines. At the end of the second qualifying session our places for the race had not changed but the setup modifications that Gene did on his car (toe and camber) with Chico's help sure worked wonders as Gene was able to find two of those three seconds and establish a session best 1:07.638 to my 1:09.080 and Chico's 1:08.264

Our group was the first race after lunch and you could not ask for better conditions. Clear blue sky and temps in the 70's. Since the FF had all qualified in front of our 500's and

CONTINUED NEXT PAGE

RACING REPORT - CONTINUED

the Vee's behind us we requested a split start so that we would not run up onto the Fords in the Carousel. Chico led our group around to the start and at the drop of the green he and I proceeded for twelve laps to run nose to tail and have a tremendous tussle. He would pull me on the straight (what did I expect - that he would have prepped a rental car for me better than his own!? Yeah right!). He was better geared and had more top end but I would close in on him on the back side and completely erase his lead going around the Tower Turn and onto the frontstraight.

After watching his line around the Tower and seeing that he was taking a pretty early apex I thought I would try an extremely late apex and try to pull along side him on the exit. Given his greater speed at the end of the straight I was not looking to pass him just to set myself up to fall in behind him and plant my nose square under his diffuser to try and get a tow from him by playing the draft.

Chico saw what I was trying and did his best Schumacher impression by kicking his rear end out and pinching off the inside corner. I already had so much steering input dialed in and the car was pushing so much that the front end finally got traction before I could compensate for his blocking move. In a great cloud of tire smoke I did my own impression of Zanardi as the rear end came around. I managed to keep it off the wall (just barely) and to avoid getting broad-sided by a FF and a Vee. Firmly in second place I just settled in to try my best to reel in Chico, but to no avail.

We finished the race in our same qualifying order with Chico setting a fastest race lap at 1:05.501 while I had a 1:05.597 and Gene set a 1:07.444. I have to get me one of these "newer" cars.

Dave Riddle

FIXITS

While doing some upgrade work on the TR-6 I found the window channels to be in poor-to-miserable shape. The driver's window was out of its channel, so this was the time to replace and rebuild. I ordered new upholstery, channels and inner & outer waist seals.

Removing everything was easy. I installed the new upholstery and started on the waist seals. This was where the problem appeared. Pushing on the tiny clips to hold the seals in place was not a finger or pliers job. I tried a number of tools to accomplish this, then remembered reading an old article that covered this problem. I fashioned a tool using a piece of 1/8" X 1" steel and went at it. The furslugginer clips kept falling out of the tool before I could force them into place. I used a piece of tape to hold the clip in place until it could be positioned and force the clip onto the edge. A picture of the tool is below.

JOHN HORTON



AUTOMOTIVE EVENTS ALL OVER THE WEST

***Friday Nights at 5:30pm - Cruise-In at NW corner of Cooper & Warner (Stapley turns into Cooper when it crosses Baseline, and Warner is three miles south of US 60)

***Saturday Nights at 5:30pm - Cruise-In at US60 & Power Rd. in Mesa (Its really on Hampton, just east of Wendys) On the first Saturday of each month, we try to reserve spots for British cars)

April 13 - Deer Valley Shyhawk Band Car Show. Open to all makes from Muscle Cars to Sports Cars. 8:00am to 3:00pm. Vendors, prizes, food, music & Fun. SW Corner of 51st Ave & Union Hills in front of DVHS gym. Info: Terry Dempsey 623-376-8323 or 602-436-4455.

April 13 - Canyon State Academy Spring Fling & Family BBQ. 11:00 AM to 3:00 PM. This is the show that the Club used to participate in on a regular basis at what was formerly known as the AZ Boy's Ranch in Queen Creek. It was always a lot of fun and it might be enjoyable to start up again. Let's talk about it at the April meeting. Info: 480-987-9700

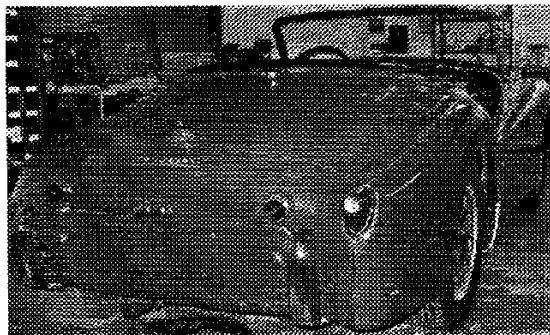
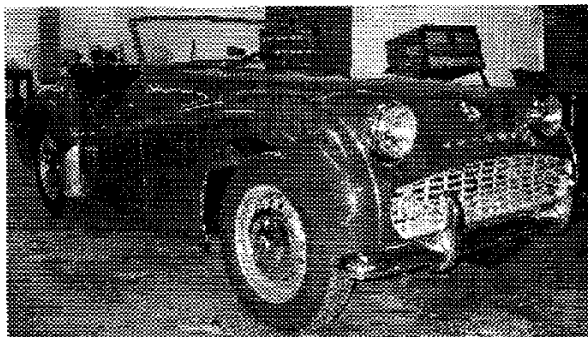
April 20 - 21 - 5th Annual British - European Auto Tour (The B.E.A.T.) Flyer and entry form inside.

April 26-28 - 11th Annual British Car Show - Las Cruces, NM. Call Joe Machado, Jr. at 915-581-3123 (H) or 915-204-6185 (cell). OR, e-mail to machado338@cs.com OR George Duckworth at 505-526-2318 or gclydel@aol.com

No breakfast run in April - too much else going on.

May 5 - Breakfast run hosted by the Lotus Club - summer hours start for this run, so meet at 32nd & Shea at 7:00 AM for a 7:30 departure.

DESERT CENTRE PROJECT CAR RAFFLE



Additional photographs of the car are on the DCTRA website: www.dctra.com

The Desert Centre Triumph Register of America has completed their 12 plus year project car. This is a red 1960 Tr/3, total frame off restoration. The car will be presented and raffled off at TRIUMPHEST, October 17th 2002, held at Laughlin, Nevada.

RULES OF RAFFLE.

Quantity of tickets sold will be 750 minimum, 1000 maximum.

Purchase price is \$20.00 each.

A duplicate ticket will be mailed to the purchaser by return mail. This ticket is your entry.

Ending date will be October 7th 2002, or when 1000 tickets are sold. No other tickets will be sold.

No refund of tickets allowed before or after the drawing.

The winning ticket will be drawn at TRIUMPHEST 2002 only. There are no other prizes.

Entrant need not be present to win.

The winning ticket must be presented to claim the car.

The winner (if not present) will be telephoned and notified by registered mail.

The car must be picked up at TRIUMPHEST, or at Phoenix, Arizona by arrangement. Any transportation costs are the winner's responsibility.

By signing and entering, you agree to these terms. No other terms are implied or indicated.

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PHONE NUMBER: **AREA CODE** _____ **NUMBER** _____

NUMBER OF TICKETS AT \$20.00 EACH _____ **TOTAL \$ SENT** _____

SIGNATURE _____

MAKE CHECKS TO,

ENTRY ADDRESS IS: PROJECT CAR FUND, DCTRA

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DCTRA 2002-2003 MEMBERSHIP RENEWAL FORM

-or-

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SPOUSE _____

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HOME_PHONE _____ **WORK_PHONE** _____

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AUTOMOBILE INFORMATION

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Jul: - 9.00, Aug: - 7.50, Sept: - 6.00, Oct: - 4.50, Nov: - 3.00, Dec: - 1.50

No prorates on multiple-year memberships after first year.

MAKE CHECKS PAYABLE TO "D.C.T.R.A."

MAIL COMPLETED FORM AND REMITTANCE TO:

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5th ANNIVERSARY

BRITISH / EURO AUTO TOUR
APRIL 20TH. & 21ST. 2002

(LIMITED TO THE FIRST 200 REGISTRATIONS)

JOIN AUTO ENTHUSIASTS AND OWNERS OF WORLD-RENOWNED CARS MANUFACTURED IN GREAT BRITAIN AND EUROPE . TAKE A 2-DAY AUTO TOUR STARTING FROM THE SONORAN DESERT OF PHOENIX. CRUISE TO THE HIGH DESERT OF WICKENBURG, WIND YOUR WAY PAST THE JOSHUA TREE NATIONAL FOREST ALMOST TO BAGDAD, AS YOU DRIVE THROUGH THE TWISTING CURVES OF HIGHWAY 93 TO 96 TO KIRKLAND AND ENTER PRESCOTT FROM THE WEST. CONTINUE THE DRIVE THROUGH THE EXCITING ROADS OF MINGUS MOUNTAIN TO JEROME. DROP BACK DOWN TO THE CHAPARRAL OF COTTONWOOD TO VISIT THE RED ROCK VISTAS OF SEDONA AS WE CRUISE OUR WAY UP OAK CREEK CANYON INTO FLAGSTAFF FOR SATURDAY NIGHT. OVERNIGHT STAY IN FLAGSTAFF AND ADDITIONAL SUNDAY MORNING DRIVE FROM OUR FLAGSTAFF HEADQUARTERS, LITTLE AMERICA INN. CONTINUE YOUR DRIVE BACK TO PHOENIX BY WAY OF HIGHWAY 87 THROUGH PAYSON.

ARRIVE SATURDAY MORNING AT 5:30 A.M. / **DEPARTURE** IS 6:30 A.M. SHARP FROM THE NORTHEAST SIDE OF 1-17 AND DUNLAP ROAD IN PHOENIX. CARS WILL GATHER IN THE PARKING LOT OFF THE NORTHBOUND FRONTAGE ROAD (JUST **NORTH** OF THE SHERATON CRESCENT HOTEL).

REGISTRATION IS \$50.00 PER VEHICLE. INCLUDED IN YOUR REGISTRATION IS:

- DASH PLAQUE / 2 "B.E.A.T." LUNCH BUTTONS
- DRIVERS T-SHIRT
- LICENSE PLATE FOR FRONT OF VEHICLE
- COFFEE & DONUTS IN WICKENBURG
- SHOW & SHINE IN PRESCOTT, 11 A.M.- 1 P.M.
- \$10.00 "BEAT BUCKS" FOR RESTAURANT LUNCH
- ICE CREAM SOCIAL AT THE PARK IN COTTONWOOD
- HAPPY HOUR FROM 5 P.M.-7 P.M. SATURDAY
- EVENT FAMOUS RAFFLE PRIZE DRAWING DURING
- LUNCH AT LITTLE AMERICA BANQUET FACILITY ON SUNDAY
- TRAILER ASSISTANCE TO **NEXT** SAFE LOCATION ON ROUTE MAP

NOT INCLUDED WITH YOUR REGISTRATION:

- DINNER SATURDAY NIGHT & ROOM AT LITTLE AMERICA INN (\$75.00/PER ROOM)
- SUNDAY LUNCH AT LITTLE AMERICA INN (\$14.25/PER PERSON, INC. TAX & GRATUITY)
- LITTLE AMERICA DOES HAVE FACILITIES FOR BREAKFAST & SATURDAY NIGHT DINNER

LODGING: 1-800-352-4386 WE HAVE A LARGE BLOCK OF ROOMS RESERVED FOR OUR GROUP. SPECIAL CONSIDERATION WILL BE MADE UNTIL MARCH 20TH. AFTER THAT DATE, ROOMS WILL BE ON A FIRST COME FIRST SERVE BASIS. **PLEASE MENTION "B.E.A.T."** TO RECEIVE YOUR SPECIAL ROOM RATE.

CHECK OUT WWW.BEATAZ.COM FOR FURTHER INFORMATION.
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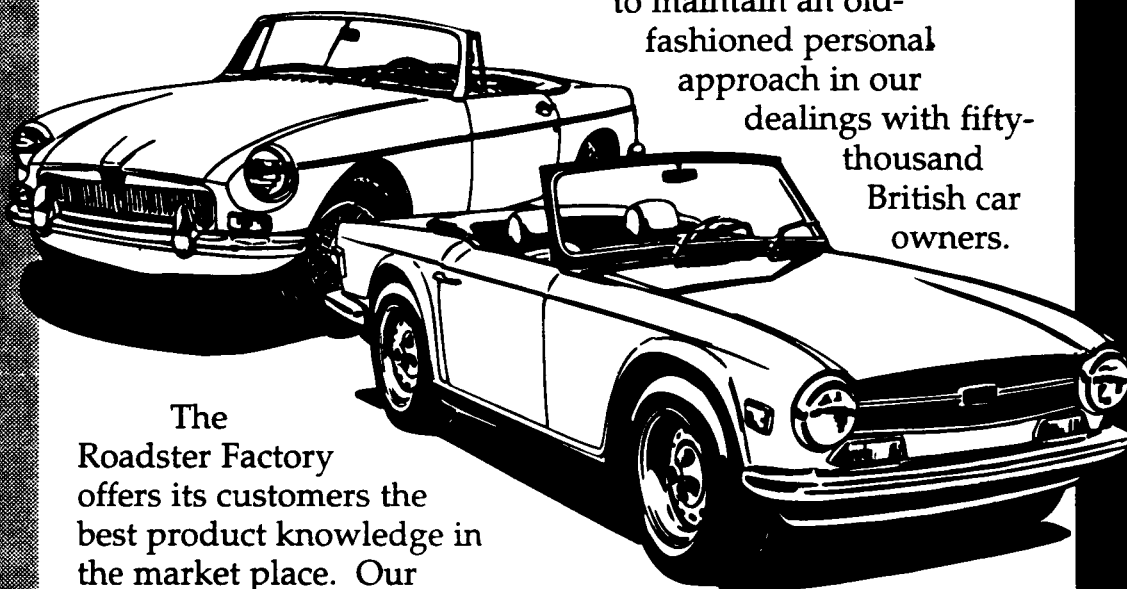
TR3 TR4 TR4A TR250

TR6 TR7 TR8

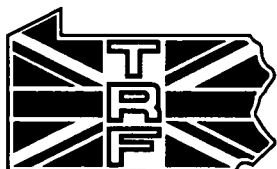
SPITFIRE I-IV 1500 GT6

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 possible service to British car enthusiasts



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