

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.

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DECEMBER 2003

Vol. 24, #12

MEETING: DECEMBER 9 @ 7:00 PM
IMPERIAL GARDEN CHINESE RESTAURANT
16TH STREET & CAMELBACK
COME EARLY! BUY FOOD!
SUPPORT OUR BENFACTORS

CLUB OFFICERS

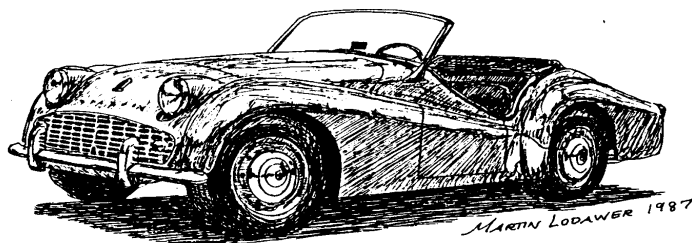
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Membership:	Ron Gurnee	480-816-0836
AAHC Rep:	Roy Stoney	602-414-9953

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

Dues are \$18.00 per year

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

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COMING EVENTS

DECEMBER 13

DCTRA ANNUAL CHRISTMAS PARTY

-AND- GIFT EXCHANGE

Armand & Anne LaCasse residence

7202 E. Harmont- 6:00 PM

OTHER EVENTS

JANUARY 18, 2004

DCTRA ANNUAL CHAMPAGNE BRUNCH

AND ELECTION OF OFFICERS

SEE INSIDE FOR DETAILS

IN MEMORIAM - RON STRONG



We are saddened to announce that our old friend and long-time member Ron Strong lost his battle with cancer on November 23. Ron was Club Treasurer for many years and owned a TR3A. We will miss him.

MINUTES OF THE NOVEMBER MEETING

The meeting opened at 7:00 p.m. with twenty-nine present. Guests present included Cliff Emery from Calgary, who would like to own a TR3, Ron Price of Indiana, owner of a 1961 TR3A, and Bob Lee from Oregon. The minutes were approved as printed. Treasurer Jim Bartels reported total health of the treasury. Jim requested and received approval to change the membership form to reflect the membership chairperson's address rather than that of the treasurer, and the change will be made. Rich Aubert suggested having a post office box. Discussion included the fact that the box would have to be moved when officers are elected and the annual cost of the box, and the suggestion was dropped.

Rich Aubert filled us in on coming events: There was to be an MG event the coming weekend at Falcon Field. There would be an All British Car Day on Sunday in Fountain Hills. The DCTRA sponsored Breakfast Run was to be November 23rd; it was already mapped out, and Rich was preparing to add instructions. Rich's committee is working on a location for the January election brunch; possibly the Fiesta Inn in Tempe, or Marlene suggested the Landmark in Mesa. The Truttmans are chairing the committee to work out the details of the Christmas party, which will be held December 13th at the LaCasses' home.

John Horton reported on Triumphest. John & Beth, Armand LaCasse and Jim Bauder caravanned to Riverside with a bit of "spare" parts-dodging on the way. It was a good Triumphest, although more signage would have been helpful. Upon leaving, minus Armand, who slept in, Jim's TR started belching smoke, and the caravan returned, found the Rineholts and their truck, Jim rented a trailer, and all made it home in one piece (except for the TR's cracked head gasket). The next Triumphest is in Lake Tahoe, Nevada, which is about 600 miles from here. John also mentioned the great menu we could view on the Internet for the Christmas party of our sister club in England. John Nuss pointed out that our club members won a number of plaques at Triumphest, first in class for both Kathy Nuss and Armand LaCasse. Jim Bauder expressed appreciation for Clay and his truck. He had already changed the head gasket with the help of John Truttman, and had won first place at the event at Greenway High School.

Elections are coming up, and November is the first month for nominations to be made. The following nominations were made and accepted. (John Horton stated that he would not accept any nominations.) Ron Gurnee nominated John Nuss for President, John Horton nominated Rich Aubert for another term as Vice President, Rich Aubert nominated Jim Bartels for another term as Treasurer, and John Horton nominated Deta Hampsh for another term as Secretary. Although they are appointed positions, Jim Bartels suggested Ron Gurnee be reappointed Membership Chairperson, and Ron Gurnee suggested Clay Rineholt be reappointed Newsletter Editor.

Instructions were given for the newsletter masthead to be changed to reflect that the Isle of Wight Triumph is our sister club. To the best of our knowledge, we are the only

American club to have a sister club in England. The idea to do this came from Amy Hatcher, John & Beth Horton's daughter.

During the tech session, there was a discussion of the 5-speed transmission conversion kit for TR 2-6, as seen at Triumphest. John Truttman has one of the kits in his car and is impressed by its performance. If we want to buy several of the kits as a group, Herman will give us a discount. The kit includes everything you need for the conversion except the transmission. One can buy the appropriate Toyota transmission for \$200. The kit runs \$1,200-1,300. One may also be able to sell the replaced TR transmission on E-bay to recoup some of the cost. In Roger Williams' new book, he recommends using the Supra rather than the Celica transmission. It is lighter and works fine. Herman has a website: handhvan@msn.com Zane Horton brought in a box of free Black Magic car wash packets. Roy Stoney brought in a free dashboard for a TR6. McCulloch Fabricating in Kingman can make any size radiator required. Phone 928-681-6716 or fax 928-681-6717 for more information or mail inquires to PO Box 350, Kingman, AZ 86401.

Bob Lee recommended the All British Field Meet at the Portland International Raceway on Labor Day weekend, if in Oregon. The Little British Car Co. in Detroit is a Moss distributor, but their cost is enough less than Moss to cover shipping: lbarco.com A VTR classified was mentioned at the last meeting, and Rich got a tonneau cover for his Spitfire for \$25 plus shipping. John Horton offered a 100th Anniversary Coventry to Gaydon windshield sticker that he and Beth obtained while in England. It was given to Clay Rineholt as owner of the oldest car in the club. Clay expressed his appreciation and thanks.

The Historian report was not given.

Membership Chairman Ron Gurnee reported a few more new members. He also mentioned that it is possible to make one's own calendar at CVC Pharmacy, and explained the importance of buying the right Lucas parts for taillights. There are points if you drive a TR to a meeting.

Jim Medland of Delta Motorsports had no announcements; he came "because he likes us". However, he did say that Roadrunner Restaurant did invite us back.

Art Faust, who is not a member of DCTRA, is offering a TR6 for sale. It runs fine, but had a fire in the wiring. The interior is OK; it needs paint. Asking price is \$2500. Call John Horton, if interested.

There was no Old Business.

New Business: Recommended machine shop services include R&R and Southwest Cylinder Boring.

Clay had extra copies of the newsletter and a painting of the Auberts' car by Chuck Cramp (contact at Eastside Art, 480-986-5450 for an original art work of you and your Triumph). Clay also received an ad at the last minute for two Spitfires for sale by Ron Hagnt, 623-937-4690.

The meeting was adjourned at 8:20.

Respectfully Submitted, Deta Hampsch

AUTOMOTIVE EVENTS ALL OVER THE WEST

FRIDAYEVENINGS:

Alma School & Warner, Chandler

Warner & McQueen, Gilbert, 4 - 9 p.m.

Hills, 43rd St. & Union Hills, Phoenix

Rally's 602-948-0719, 35th Avenue & Northern, Phoenix

SATURDAYEVENINGS:

Saturday, December 6th will be the first one in the month which is when we try and get as many British cars as possible to the cruise-in at Power & Hampton in East Mesa. We can hold spaces till 6 pm so please let me know if you are coming and we will try and hold spaces so you can all park together, regardless of marque or year. shirley@nis4u.com or 480-985-2531 Power and Hampton, Mesa, (British cars the first Saturday of the month) 4 - 8 p.m.

The Pavilions - McDonalds 602-443-0800, Indian Bend Rd. between Pima Freeway and Pima Rd., Scottsdale. 4 - 10 p.m.

Chubby's, 7th St. and Union Hills, Phoenix 5:30 - 9 p.m.

Chuy's, Arizona Ave. & Warner

Dairy Queen, 623-977-3303, 108th Ave. & Grand, Sun City 4 - 8 p.m.

5 and Diner, 480-753-1114, 906 N. 56th St. (I-10 & Ray), Chandler 5 - 9 p.m.

Hooters, 602-375-0000. Bell Rd. west of I-17, Phoenix

Shoney's, 602-948-0719 623-561-1971, 59th St. & Bell, Phoenix

Sonic 623-936-6587, 33rd Ave. & Bethany Home 6 - 9 p.m.

Wendy's. Superstition Springs Mall, Apache Junction

DCTRA CHRISTMAS PARTY

Here are the details for the Christmas Party: December 13, 2003 starting at 6:00 p.m.

Armand and Ann LaCasse's house at 202 East Harmont Drive in Phoenix. From Northern Ave east of Central Avenue, travel north on Second Street - Second Street ends at Harmont Drive and my driveway.

John and Lila Truttman are coordinating the "who is bringing what" routine. (Thanks Lila and John!)

On Sunday, January 11th 2004 you are all invited to join the Arizona Mini Owners for a Landmark Rally. You will be given a list of clues to Valley landmarks and a map of the area. You will need to provide yourself with some means of taking 'instant' photos of the landmarks. (Polaroid or digital camera or even a video camera.) When you have solved the clues and marked the positions on your map and plotted your route, you go take the pictures! Help will be available for newcomers who may not know all the locations! The team that has all the pictures, follows their route on their map, and comes the closest to the shortest route that Philip found to do the 'course' will be declared the winners!! Start from Metro Center, meeting at 1:30pm to leave at 2. Meet at the parking lot on the INNER RING to the west of Sears. Again

please let Philip know if you plan on joining in so enough maps can be purchased, there will be a \$3.00 fee to cover that cost. See you at something soon? Shirley

The 33rd Annual Barrett-Jackson Classic Car Auction, presented by Dodge-Chrysler-Jeep, will be held January 21st through January 25th, 2004 at WestWorld in Scottsdale, Arizona. Information about Barrett-Jackson and the Scottsdale auction can be found on the company website, www.barrett-jackson.com.

If you can't make it to the Barrett-Jackson Auction in person.... Barrett-Jackson Classic Car Auction, The World's Greatest Classic Car Auction, and SPEED Channel, the fastest growing sports cable network, announced that the live television coverage of the January 2004 Barrett-Jackson Scottsdale Auction will be expanded to 15 hours of live broadcast over three days, up from the 10 hours of coverage of the past two

years. The agreement between Barrett-Jackson and SPEED for television coverage of the Scottsdale auction has also been extended through the 2008.

The live broadcast of Barrett-Jackson's Scottsdale classic car auction is scheduled for three hours on Thursday, January 22, six hours of consecutive coverage on Friday, January 23, and a second six hours on Saturday, January 24, 2004.

ADVERTISING RATES

From time to time, we are asked about our rates to advertise in the TRIUMPH TRUMPETER. The newsletter has a monthly circulation of about 170-200, with distribution to individuals, businesses and other clubs in several states. The following schedule details the rates:

CLASSIC-FIED ADS: FREE to paid members, \$5.00 to non-members. All CLASSIC-FIED ADS run for three (3) issues, unless canceled earlier. Non-members will receive copies of the newsletter during the advertisement's run.

BUSINESS-CARD ADS: \$20.00 per year (Jan 31 - Jan 30)

QUARTER-PAGE ADS: \$40.00 per year

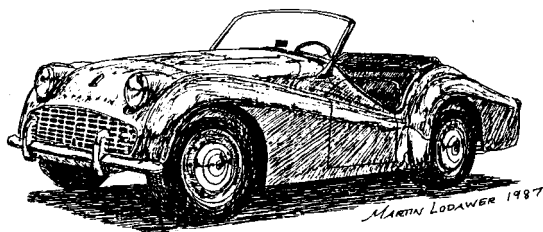
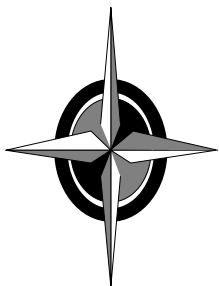
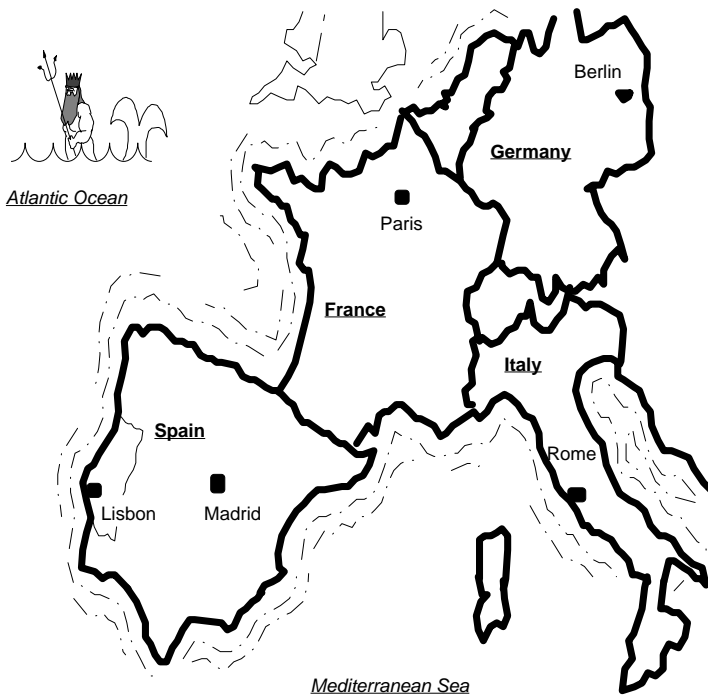
HALF-PAGE ADS: \$80.00 per year

FULL-PAGE ADS: \$160.00 per year

All advertisers receive 1 issue per month during the contract period, Half-and-full-page advertisers receive 3 copies per month.

To place an ad, send your ad copy with payment to: DCTRA Newsletter Editor, 1555 South Cactus Road, Apache Junction, AZ 85219

Europe



ROY STONEY'S Est. 1981



British Sportscar Service

Jaguar · Triumph · MG
Range Rover · Austin Healey

Phone: 602.231.0706 Fax: 602.238.0713
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JIM MEDLAND, President



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9211 N. 9th Ave., Phoenix, AZ 85021 **INC.**

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IGNITION, MAGNECOR WIRES,
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ERS, MONZA EXHAUST TIPS.**

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Phone (602) 265-8026



CLASSIC-FIED ADS

FOR YOUR INFORMATION

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 = '79 TR7 - rebuilt engine, hi compression, Isky cam, light flywheel. AC/AM/FM/CD. Two tops, ground effect, \$5995. Call Paul Patrick at 480-830-8770 (11/03)

FOR SALE OR TRADE = 1977 TR7 project car. Has Buick V6 231 C.I. installed. Needs final adjustments to carb and ignition. New brake calipers, new late model vacuum servo. Needs bleeding. Over

\$4000.00 invested. Best cash offer or trade. Questions and answers (602) 867-8497. Triple7inca@earthlink.net Leave message if necessary. Dick Luna (11/03)

FOR SALE =Set of 4 wheels and tires for TR6. Includes trim rings and center hubs, which are in very good condition. Tires are 7 yrs old, Good Year P195/60R15 (not correct size for TR6, but good for other uses), have very few miles on them, and lots of rubber. Rims have surface rust, but are serviceable. Includes a fifth wheel and tire for a spare, which is more worn, and has no trim ring or center hub. \$100 takes all. John 480/563-5519. (11/03)

FOR SALE = TR4 Parts: 2 Dayton Wheels with tires, a fiberglass top, a trunk lid, a luggage rack with ski conversion, a hi-torque starter, generator and sundries in a box. Call Bill Bowdish (602-363-7763. (11/03)

FOR SALE = Transmission, from 1974 TR6, non-overdrive. Good condition. Also clutch assembly. \$300 John 480/563-5519. (11/03)

FOR SALE = 71 GT6 for sale. From the picture it looked kinda rough, either a resto project or parts car. Ray, 602-448-8003 (11/03)

FOR SALE = 1976 Spit. It has 5 gears and only 24,000 original miles, new cloth top and tires. Very clean, good condition. I am asking \$5,000.00. Please let me know if I can do this. My home phone is 480-767-7184.- Nancy Bechtold (11/03)

WANTED = TR6 factory hardtop. John 480/563-5519 (11/03)

WANTED = A few tools to finish a tool kit. Need: One plug spanner (tube spanner, 6" long and a helicopter feeler gauge). Clay at pueblodesign@mchsi.com (11/03)

Been thinking about refinancing your home to take advantage of today's low interest rates? Call Tom Pennell at 480-203-8444 to get a quote you'll be interested in! (11/03)

Not So Typical British Road Signs



MERRY CHRISTMAS!

TECH TALK

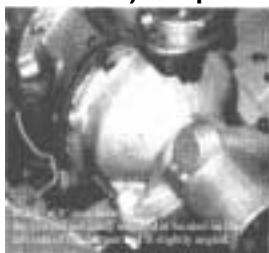
Triumph TRs all use the same basic transmission. The TR gearbox was derived from the transmission used in the Standard Vanguard although it only had three speeds. A similar housing was used and a four-speed transmission, without synchromesh in first gear was offered. The shifting pattern is the conventional "H", with reverse to the right and rear. The Standard-style column mounted shifter was scrapped for the floor mounted stick, and a remote control unit was provided on the gearbox top cover. Triumph had developed a transmission with one of the most positive short-throw changes of its day. Other than the usual problems of a worn synchromesh due to age and use the TR gearbox still give little trouble. Gearbox oil capacity was 1 1/2 pints without overdrive, and 3 1/2 pints with overdrive.

The overdrive unit was available right from the start of production, but only about 10 percent of TR2's were equipped with overdrive from the factory. The reason for not including overdrive on each car was probably due to the extra cost and since the car was high geared for its day, the engine had no problem with torque and pulled almost 25 mph per 1000 RPM

The most important change to the transmission occurred in 1955 when the old overdrive unit, which acted only on top gear, was replaced with an overdrive which acted on second, third and fourth gears. This essentially gave the car seven forward speeds. Gearbox ratios did not change during the run, but the 4.1:1 final drive became an option on overdrive-equipped cars from the introduction of the TR3. Road speeds per 1000 RPM, based on these ratios and the fitting of original bias-ply tires were as follows: first, 6.0 mph; second, 10.1 mph; second overdrive, 12.3 mph; third, 15.2 mph; third overdrive, 18.5 mph; top, 20.2 mph; top overdrive, 24.6 mph. At 100 mph, the engine turned at 4800 RPM in ordinary overdrive or 3900 RPM in overdrive top. The 4.1:1 axle reduced these speeds by 10 percent, giving roughly 22 mph per 100 RPM in overdrive top.

The next major change in design came in 1959 with a revised bellhousing in order to provide clearance for a change in starter motor specifications. There were also changes made in order to provide easier oil-fill/level checking. In 1962 Triumph introduced synchromesh on first gear. This same specification gearbox was used in the TR4.

The sidescreen TRs (TR2 thru TR3B) should strictly speaking, only be fitted with the earlier 'A' type gearbox and/or an overdrive unit. However, there are those who have purchased a car with a with a later 'J' type gearbox/overdrive already fitted (See photos for differences in 'A' and 'J'). As parts be-



The 'J' type gearbox has a flat mounting "pad" just forward of the drive flange. Note the rectangular shape at the bottom of the photo, together with the position of the redwood deckle that a 'J' model overdrive. Likewise the 'A' type also placed an identification plate that says 'J' type overdrive.

come both more expensive and more difficult to find, it becomes increasingly common practice to use components from sister cars to repair TR gearboxes. Consequently, the case, the bell housing, or some of the internal parts within your transmission may well be non-original.

Triumph used a prefix numbering system that tells us whether the gearbox was originally assembled to a TR, and the type of gearbox it was. Originality prohibits such variations for some owners, but for the majority, the message is do not be concerned if your gearbox case number are non-TR in origin. Four-cylinder, three-synchromesh gearboxes were prefixed TS and UF, four-cylinder four syncro units CT, LE, LF, MD, ME, MG, MK, VA and VF, while the six cylinder gearboxes carry the prefix CC, CD, CF or CP. Factory reconditioned units are marked with a GR prefix.

What if, like many of us, you have purchased a sidescreen that is more in boxes and parts than on the road? It just so happens that your lovely, original Triumph TR currently has two engines and three transmissions, and they all reside in storage. You are facing a complete restoration and you must decide whether to completely rebuild your transmission or mortgage the farm, and buy one off-the-shelf, after you have crated and shipped in exchange one of the three chunks of metal sitting on the garage floor. Or it may be that your TR gearbox has given you very little trouble. Your Laycock overdrive unit has proved to be very reliable because you kept the filter clean and the solenoid in proper adjustment, but when you're cruising on the highway in your Triumph, instead of the engine "purring" at 2500 RPM, it is "howling" at 3200 RPM.

Many Triumphs were built before freeway driving was common; so overdrive transmissions were a rarity. Today, you spend a lot of time on freeways, and without overdrive, your engine works a lot harder to keep up with traffic. What can you do?

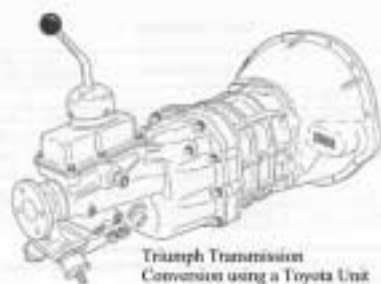
You could install an original Triumph overdrive transmission - if you could find a usable one for a reasonable price, or you could install a fully synchronized, reliable, Toyota 5-speed transmission, and reduce your top end cruising revs by as much as 22 percent (See Table).

Herman Van den Akker, in addition to rebuilding transmissions, overdrives and half-shafts, has designed and offers conversion kits to fit all TR-2 through TR-6 series engines with Toyota 1982-1985 Celica, or 1984-1996 pickup truck 5-speed manual transmissions. No cutting, drilling or welding is required, and the car will still look "original" when you're done. You even keep the original Triumph

shift lever, without modification! The 4 cylinder engines need the pressure plate changed to a TR6 pressure plate.

The conversion kit costs \$1210. The kit consists of the following:

A new bell housing that adapts the Toyota transmission to your engine.



A gearshift lever adapter mechanism and housing (Forward, Middle, or Rear configuration)

A new speedometer cable and mounting bracket

A new transmission output flange/slip yoke and a locking collar for the driveshaft

New transmission mounts and brackets for your model of Triumph. TR2's through Non-IRS TR4A's require one kind of mount and IRS TR4A's through TR6 require another

TRIUMPH		1982-1985 CELICA			1984-1996 PICKUP TRUCK	
GEAR	TR2-6					
First	3.380:1	3.285:1	3.168:1	3.285:1	3.950:1	3.830:1
Second	2.000:1	2.041:1	1.904:1	1.984:1	2.140:1	2.060:1
Third	1.325:1	1.322:1	1.310:1	1.275:1	1.380:1	1.430:1
Fourth	1.000:1	1.028:1	0.989:1	1.000:1	1.000:1	1.000:1
Fifth	---	0.820:1	0.815:1	0.783:1	0.810:1	0.840:1
Reverse	4.280:1	3.153:1	3.250:1	3.768:1	4.368:1	4.368:1

GEAR RATIOS

A new clutch disk and alignment tool

A new pilot bushing and sleeve

A new hydraulic clutch release throw-out bearing with steel braided hoses.

A step by step instruction manual.

If you know how to remove and install a transmission and clutch, you're qualified to do the job - the conversions straightfor-

ward, and can be done by any experienced mechanic. No special tools are required, except for the clutch alignment tool, and that is included in the kit. You will need a set of metric wrenches and sockets, in addition to a standard SAE set. A hydraulic transmission jack is also recommended.

Before you make a final decision on the future status of your Triumph's gearbox you can see that there is more than one option, from showroom original to a durable and tough conversion that would let you cruise at a quiet 85 mph. So, if you are considering rebuilding your existing gearbox or going to make a conversion please contact John Horton or Herman Van den Akker to discuss the possibilities. My understanding is that for a group purchase of these units there is a reduced price.

Clay Rineholt

DCTRA CHRISTMAS PARTY

Here are the details for the Christmas Party: Saturday, December 13, 2003 starting at 6:00 p.m. At Armand and Ann LaCasse's house, 202 East Harmont Drive in Phoenix. From Northern Ave east of Central Avenue, travel north on Second Street - Second Street ends at Harmont Drive and my driveway.

Lila and John Truttman have volunteered to co-ordinate the "pot-luck" for the party, or who is bringing what" routine. Anyone attending the Xmas Party should call Lila to tell her what they will bring. Her phone is 480/563-5519, or cell 480/695-3663.

(Thanks Lila and John!)

If you have any questions, please contact me.

Thanks, Armand

THE HIGHLAND GAMES

The Caledonian Society of Arizona invites you to display your car at the Highland Games in February.

As in the past seven years the Games will be held at Mesa Community College the last weekend in February, 28th and 29th, 2004.

All British cars are invited and the first 25 cars to register will receive a FREE ticket to the event. This is not a judged event but all registered cars will receive a souvenir dash plaque. We would like to have as many cars as possible for both the Saturday and Sunday, there will be security to leave your car overnight. However if you can only come on one or the other day we will be just as pleased to see you.

Please be aware that Mesa Community College safety regulations require that all vehicles be in place when the gates open to the public at 8:00 Am and must remain in place until the close at 4:00 PM.

Not only is this a really fun event but it is an excellent way to make our Club's presence known to newcomers to the Valley.

Registration slips will be distributed at our next meeting and should be returned ASAP so that the Games Committee can allocate us sufficient space! We will also issue you a parking pass to allow you easy access to the assigned area.

If you have any questions please feel free to contact Philip Blahak (Car Display Chairman) at 480-985-2531 or 480-924-2292.

ELECTIONS AND THE JANUARY MEETING

For our elections and January meeting, we have made arrangements with Gary's Haven at 1118 E. McKellips Road Mesa for the Brunch. It is on January 18th 10:30 AM. We have to have 40 people to confirm the place or we are out looking again. The club can not pick up the extra cost for meals to total 40. We will have a sound system, and total privacy. There will not be any other parties there.

We need to have confirmation from you that you are coming, and the number attending. Please e-mail me on this. There will be a buffet with lots of goodies. The club will supply champagne, in the number of 8 bottles. Extra bottles can be purchased for a table. This is a great place with excellent food and very nice people to deal with. They will open for us alone. I will have a menu for you shortly. Prices will also be included.

Please e-mail John Horton ASAP with number attending. Thanks to the Auberts for finding this place for us.

As of December 5th The brunch is set. We are going to Gary's Haven as planned. We are short two people for the minimum of 40. That should be solved by then. This is a full breakfast menu with Champagne toast.

We will start at 10:30 AM and go till? Bring your Triumph & enjoy. Remember we will take nominations and have the elections for 2004 officers.

THE PREZ SEZ

Ron Strong passed away last week. He was a long time member of the club, served as treasurer, and owned a Triumph TR3 he totally restored. Ron was a pilot for many years and flew some people back to Lake Havasu to set up our Triumphest there. We will miss him.

The elections are upcoming, a slate of officers is in place. Nominations will be taken also at the next meeting and at the brunch. This year's brunch will be January 18th at the Gary's Haven on 118 E. McKellips just East of center. 10:30 til? We have 33 people signed up at this writing. The restaurant will let us go with a 40 person minimum. I will e-mail the menu shortly. Price is about \$12.00 each. Christmas party is at Armand and Ann LaCasse's; give them a call to coordinate food to bring. There will be the gift exchange as in past years. That's the fun event. The club will supply some of the meat.

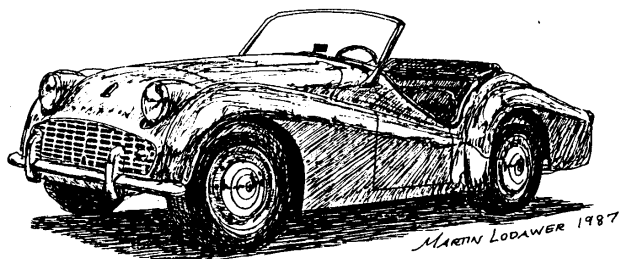
We are in the convertible season and days are packed with events and meetings. We have the Christmas Lights Rally to be on the 20th starting at 17:30 from 32nd & Shea Blvd. and ending at Blahak's for a raffle & goodies.

The Wheels of Britain will be in March and the B.E.A.T. trip in April. We should try the Wickenburg parade again. See you all at the upcoming events. It has been a pleasure working as president, the help from the many members of the DCTRA has been invaluable. The Hortons wish you all a merry Christmas. We also wish our sister club the Isle of Wight Triumphs Happy Holidays.

Good Night Ms. Winifred wherever you are

TRADITIONAL CHRISTMAS LIGHTS TOUR

There will be no Breakfast run in December. Instead we will have the traditional Christmas Lights tour organized by the Arizona Mini Owners on SATURDAY DEC. 20th. To avoid confusion we will start at our usual meeting place, 32nd St. & Shea Blvd. in Phoenix, north west corner. Remembering the number of cars we had last year we will say meet at 5.30 PM ready to leave at 6.00. If that is a little early for your work schedule let us know and we will try to accommodate you somehow. If your LBC doesn't like the dark, or you don't like it's weak head lights, come in whatever. Your company is more important than what you are driving. Bring a navigator and a flash light, a clip board would be helpful too. Please let Philip know if you plan on attending so he can have enough instruction sheets prepared. philipblahak@earthlink.net or 480-924-2292



WHAT HAPPENED LAST MONTH

BREAKFAST RUN SPONSORED BY OUR DCTRA!

By 8:00 a.m. on a very chilly, sunny Sunday, November 23, 37 people showed up at the 32nd St. and Shea meeting place to take off and race around in their little British cars and see the early morning Valley sights. Besides the undaunted Triumphs, there were Jaguars, Morgans, a Lotus or two, an Austin Healey, a Jensen Healey, and Mini Coopers, to name a few. The route took



us through Phoenix, Paradise Valley, Scottsdale, and Tempe before ending up at Cindy's Arizona Cafe, Center Street and McKellips Road in East Mesa.

We all sat on the covered patio for breakfast, but a chill wind was blowing through Mesa and the restaurant lit their patio heaters to warm us up. After good food and lots of hot coffee we had the usual raffle drawing. One of the attendees, Steve Golde, had an unusual looking object that we took a picture of. Anyone care to guess what it is and what it does?

After breakfast some of us hungry for more adventure wandered several stores down to Treasures from the Past Antiques. Another successful breakfast run with no breakdowns, although Joyce and Mike Bayne had to creep home with the possibility of a tooth or two missing in the rear axles differential.

Rich is trying to put all the pictures he took on the web site. Look for them at DCTRA.org shortly.

Diane Aubert



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-or-

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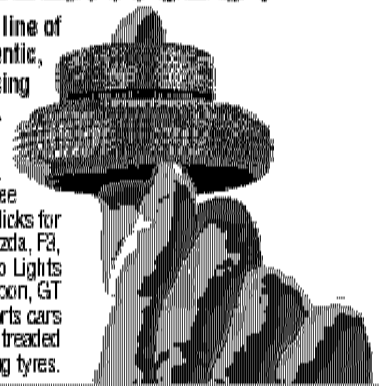
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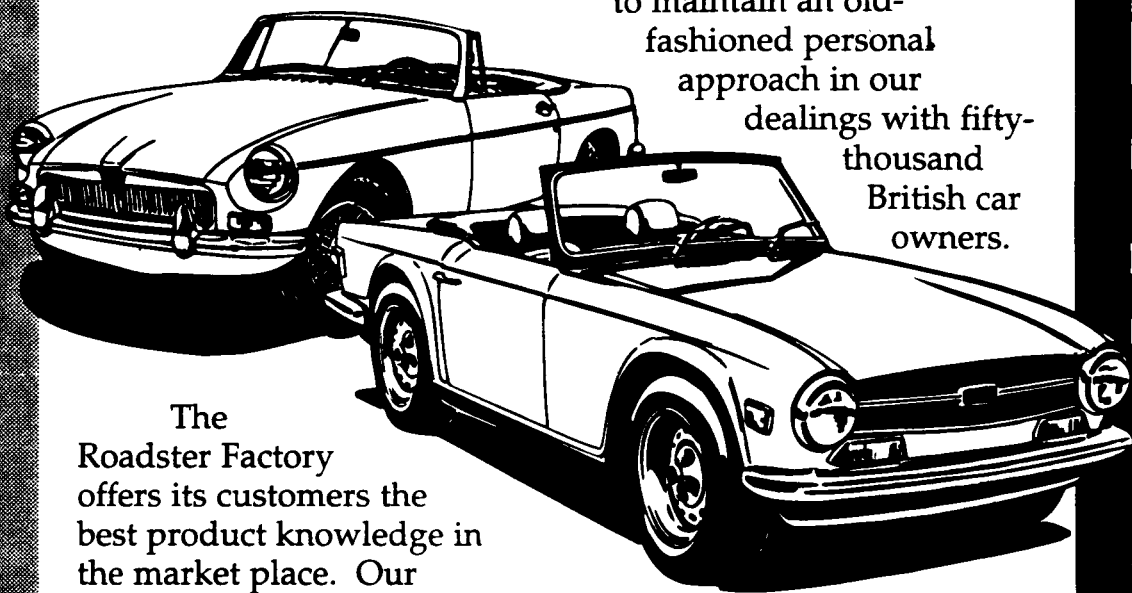
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