

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE – TRIUMPH REGISTER OF AMERICA
Founded: 1980



Triumph Register of America

◀ Back



PROMOTING TRIUMPHS AROUND THE WORLD

WITH OUR SISTER CLUB
THE ISLE OF WIGHT TRIUMPH CLUB, U.K.



Jack with his hood finally replaced!

April 2014
Vol 35, Issue 4
<http://www.dctra.org>

NEXT CLUB MEETING

Tuesday, April 8, 2014

BUSINESS MEETING

Starts @ 7:00 p.m.

DENNY'S RESTAURANT

650 N. Scottsdale Road, Tempe, AZ 85281

2014 CLUB OFFICERS

President

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VP & Events

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Joe Minnick (**West side meetings**)
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480-488-4872
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bev@carefree.org

Webmaster

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Newsletter

George Montgomery
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ADVERTISING

ONE YEAR placement in the newsletter **AND** a link on the www.dctra.org website:

AD SIZE – COST

FULL PAGE....\$100

¼ PAGE.....\$ 35

½ PAGE:.....\$60

BUSINESS CARD:....\$25

On the Cover: Photo – DCTRA cars at Denny's (photo by Michael Blachut)

Prez Sez – March 2014

John Nuss

Hello everyone,

The “Driving Season” is here. Sunshine, blue skies, easy breeze, cool nights- great to own a Triumph.

Thanks to Bev and Pete for their work on the membership list.

When it comes to activities, it is OK to develop a drive, to a new restaurant, or a scenic ride. I'm sure many members have a favorite road and destination. Let Matt know and set up a time and date. Being our activities guy, doesn't mean he gets to plan all events. Of course it wouldn't hurt to invite drivers/ owner of other marquees to join us.

Enjoy the weather, enjoy the Triumphs.

EDITOR'S DESK

It must be the season to drive our cars or clean out the garage. We have four new ads in this month's Triumph Trumpeter. Added to the two previous ads that we have been running, there are many choices for our members to add to their menagerie, or for one our new members to find a set of wheels or parts to get a car back on the road. Contact one of our advertisers and buy something. At least let them know that their ad is viewed.

As you probably know, last fall I had Carl Butler rebuild the engine in my TR6, Jack. I got it back just about the time that I finished writing my book. Jack patiently waited for me to finish editing, publishing and promoting the book. Then it was into tax season and I have had my head down, engrossed in pursuing my 3 month annual business. It was painful as spring weather arrived and I could only drive my “civilian” car to meetings and watch others drive their LBC enjoying the weather. I started sneaking out the last few Saturday mornings and working on the car. I got all of the ancillary brackets cleaned, polished or painted ready for the hood replacement. Last Saturday, Ron Gurnee came over to help me get the hinges replaced and to lift the hood back on. Thanks, Ron! It's the help and assistance of friends and fellow members like that makes this Club all the worthwhile. Now all that I have left is to replace the prop rod and the latch re-lease cable. Finally, I can get Jack back on the road. We will both be at the meeting this month. We hope to see you there!

Thanks, to all of the members who contributed material for the newsletter. Without your help these pages would be sparse.

George Montgomery, Editor

Calendar of Events

Matt Reynolds

DCTRA & British Auto Events 2014

April 5th Copperstate 1000 Rallye

Apr 8th DCTRA Business & Social Meeting

Apr. 19-20 BEAT Auto Tour-Phoenix-Flagstaff

Apr 25-27th 22nd Annual British Car Days; Las Cruces, NM

May 2nd - 4th AZ Route 66 Fun Run

Sept 25-28th Triumphfest 2014

Oct 18-19th British Vintage Voyage

Minutes

DCTRA Triumph Club Meeting
March 11, 2014

Meeting called to Order by John Nuss, Club President

In attendance: Pete & Bev Peterson, John & Beth Horton, Marlene & Virgil Cole, Pete Thompson, Deta Hampsch, Lee Loftin, Chuck Kern, Matt & John Reynolds, Bob Mazer, Ron Gurnee, Joe Minnick, Simon Kotsalidis, Wayne 'Kiwi' Treloar, Craig Kenyon, Mike Goodwin, Jody Kerr, George Montgomery, Ned Bailey, Clebe Best, Ed & Peggy Jacobs, Dave & Denine Mure, Jim Andres, Pete Bowers, John & Kathy Nuss, Ken Schmidt & Deborah Cooke, Betsy Kavash, Dennis Barnes.

There were 12.5 Cars driven (one only made it 1/2 way) and one Austin Healey Sprite.

Introduction of Visitors:

Bob & Marie Morey(sp?) - Drove the Bugeye Sprite.

Previous meeting minutes: reviewed and approved.

Treasurer's Report: Received \$500 from Russo & Steele for DCTRA member assistance with the January Auction.

Return to Visitor/Guest: Mike Goodwin visited to talk about the BEAT tour. This year is the 17th running of the tour which starts on April 12th. Triumph club has one of the largest marquees on the tour. There is some competition from the Mercedes Benz club to have more attendees. The route will go from Phoenix through Wickenburg, up through Skull Valley and into Prescott. There will be shopping in Prescott, then over Mingus Mountain and down through Jerome. The day's tour will end at Little America in Flagstaff to be continued the following day. 55 or 60 cars are presently registered. There are generally 120 cars on the tour. The tour is expressly for British and European cars. The tour has a chase vehicle and RV for support. BeatAZ.com to see information or register online. Bob from C.A.R.S. of Phoenix will provide the chase vehicle services along with one of his mechanics.

Membership Report: We have a total of 74 paid memberships as of the 11th of March. There are still 17 people who were members in 2013 who have not renewed their membership. There are still a number of people on the rolls of expired memberships. At the end of March, Bev will be dropping any unpaid memberships from the roster.

Newsletter Report: The current newsletter was distributed on March 1st. George Montgomery made a request of the group to please take pictures and/or write stories to add to the newsletter.

Hobbyist Council Report: Did not attend. Most of the latest agenda was a recap of the previous month.

Events Report: Upcoming: British Wheels @ The Highland Games. To clarify, this is a separate event from the Wheels of Britain. The event is hosted by the Caledonian Society. April 6th - DCTRA Meet at the Copperstate 1000 rally. Meet for breakfast at the Denny's at Broadway & Priest for breakfast, then head over to the rally to park and view the cars. Meet up at 7:30. Beat Tour (see earlier section). Route 66 Fun Run will be the first weekend in May. Triumphfest will be September 25th in Santa Maria, CA.

Tech Report: LED replacement lights are offered from MOSS. There was a question as to whether they are better or the same as the inexpensive Chinese LED lights. Also pointed out a cup holder that looks like it would fit really well in a TR250 or TR6. There's a new facility in Chandler called Tech Shop. Offers a full shop with CNC, woodworking, injection molding, etc. The company offers facility tours to clubs. Issues with Speedometers and Toyota transmissions. The speedometer is based on the number of revolutions per mile. Speedometers are only capable of adjusting the baseline measure point. The Toyota transmission contains up to 9 different speedometer gear sets. If it's not set correctly not only will the speedometer be off, but the odometer as well. To solve the inaccuracy problem a ratio adapter was displayed. As a service, you can have this done locally at Dick's Speedo.

Compression Testing. Case of a car with a little smoke. Pulled the plugs and determined that the carbs were set optimally. A pressure test was run on the engine. Cylinder compression ran from 115 psi down to 94 psi. Then Squirt 30 weight oil into cylinder 1, 4 and 6. Turn the engine over with the spark plugs removed. The pressure on all cylinders rose. This test identifies that the rings were in need of replacement. A Temporary solution is a little STP, but long term the rings need replacing.

Garage Day update: A good time was had by all. There was some confusion about expenditure approval (it had been approved at the previous meeting). Plan to hold another garage day in the fall. Put a windshield in one car. It took 10 minutes to remove, but four hours to reinstall as well as a number of different projects.

Tech question: Anyone had any experience with Valley Spring Service for Leaf springs. One member had used them and recommended the service.

(There were technical problems with the PA system. They technically forgot to bring it)

Request for Old Business: Car Badges are available. Contact Joe Minnick.

Gene Glenn has a pair of hoods for sale.

License Plate frames are available. Contact Ron Gurnee.

New Business: Webmaster has not renewed his membership, but continues to provide the Webmaster services. The membership voted to comp his dues in lieu of services provided.

Shirt regalia. Discussion of obtaining denim collared shirts instead of colored ones.

Gift Baskets for events. The question was raised as to why DCTRA does not supply a gift basket for event raffles. A budget for gift baskets was recommended and will be determined.

Meeting adjourned.

Speedometer Cable Conversion Update:

For the members who had questions last month about the speedometer cable conversion: Simon mounted his ratio converter about 4" farther forward than where I plan to mount mine. That is under the passenger footwell area. My early "Bill Close cable" was a total of 73", my new HVDA cable is a total of 77". Simon's new custom cable is a total of 84". Simon's custom cable was \$57. My cable union is located 17 1/2" from the tranny end. Simon's is 23" from the tranny end. Russ Kingdon @ Dick's Speedo-Tach. 480-994-9022 just north of the river on McClintock. I have found 9 different Toyota tranny output shaft/speedo drive matched gear sets. Conceivably, you could determine the one you need and use that.

However, you would need to pull the tranny cases apart to install the the output shaft gear. You can always change the ratio adapter gears much easier as you change diff ratios and tires.

CRAIG KENYON [craigkenyon@msn.com]

NEXT CLUB MEETING

Tuesday, March 11, 2014

BUSINESS MEETING

starts @ 7:00 p.m.

Come at 6:00 to eat and socialize.

Current Paid Memberships

Hello DCTRA Members! Here is a list of all active members as of April 1, 2014. THIS IS NOT A JOKE (even if it is APRIL FOOL'S DAY)! If you do not see your name on this list and think it should be there – let me know and we will get things straightened out.

I will be sending a list to Dave Riddle to post to the “Members Only” part of the DCTRA website, which is accessible by password to members only (Duh). This will ensure our privacy while allowing each of us to contact other members individually. If you have a problem navigating the website, email me and I will send the roster back to you individually. The roster includes your names, mailing & email addresses, phone numbers and “cars owned” information. It will also give you a view of the diversity within the club concerning where we live and the cars we own. Use it to contact other members for help when looking for parts, advice, or just to socialize. Thanks to all,



Bev Peterson
DCTRA Membership
PO Box 3126
Carefree, AZ 85377

bev@carefree.org OR packratpete@gmail.com

480-488-4872

Paid Memberships

Updated 3/31/14

LAST NAME	FIRST NAME	DUES PAID THRU
ANDERSON	JULIAN & KERRY	12/31/2016
ANDRES	JIM & MARTHA	12/31/2016
BARNES	DENNIS	12/31/2014
BAUDER	JIM	12/31/2014
BAUMGARTNER	FRED & KAREN	12/31/2015
BEST	CLEBE	12/31/2014
BLACHUT	MICHAEL	12/31/2014
BOWEN	PETE & DOLLY	12/31/2014
BULFER	MICHAEL & BONNIE	12/31/2014
BUTLER / WILLIAMS	CARL E / MICHAEL ANN	12/31/2014
CLOSE	BILL & BERT	12/31/2014
COLE	RON	12/31/2016
COLE	VIRGIL & MARLENE	12/31/2014
CRABLE	TRUDY	12/31/2016

LAST NAME	FIRST NAME	DUES PAID THRU
DAVENPORT	BILL & KAY	12/31/2014
DAVIS	KEITH & BETH	12/31/2014
DONICK	MICHAEL & JULIE	12/31/2014
DURKIN	GEORGE & CHRIS	12/31/2015
ELISCO	AL & SHERI	12/31/2015
FELTES	PATRICK & MICHELLE	12/31/2015
FORE	DAVE & JENNY	12/31/2014
FRISBY	DAVID	12/31/2014
GLENN	GENE	12/31/2014
GRAHAM	WILLIAM (Scottsdale)	12/31/2014
GURNEE	RONALD	12/31/2014
HAMPSCH	DETA	12/31/2014
HANSON	DAVE	12/31/2014
HASTIE	DAVID	12/31/2014
HOHANSHELT	ROBERT & DOROTHY	12/31/2016
HOLT	BOB & MARY	12/31/2014
HOLZWORTH	GRANT	12/31/2014
HORTON	JOHN & BETH	12/31/2015
JACOBS	ED & PEGGY	12/31/2014
JORDAN	PAUL	12/31/2014
KAVASH / THOMPSON	BETSY / MARIE	12/31/2014
KENDALL	TOM & PAT	12/31/2014
KENYON	CRAIG	12/31/2016
KERR	JODY	12/31/2014
KERZAN	CHARLES "CHUCK"	12/31/2015
KOTSAILIDIS	SIMEON	12/31/2016
LACASSE	ARMAND & ANN	12/31/2014
LASSWELL	STUART & DEBRA	12/31/2015
MAY	ED	12/31/2014
McDERMOTT	PATRICK	12/31/2014
McILRAVY	BOB & LOUISE	12/31/2014
McILVAIN	CHARLES & SHARON	12/31/2014

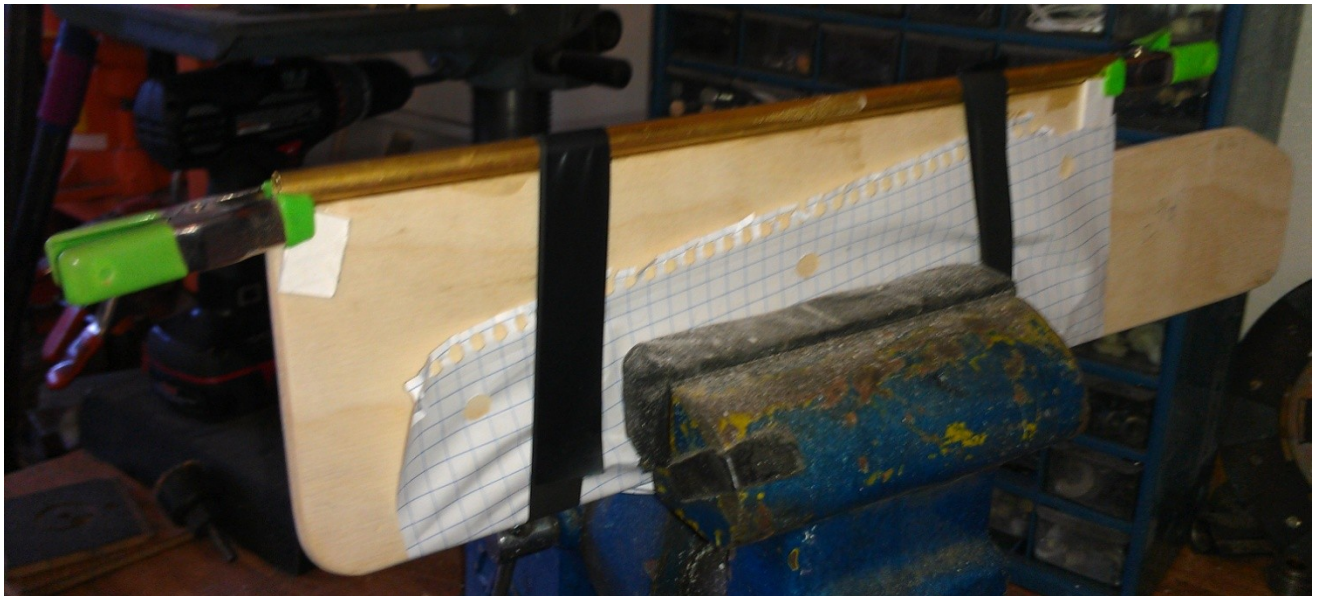
LAST NAME	FIRST NAME	DUES PAID THRU
MINNICK / BARTLETT	JOE / MARY	12/31/2014
MONTGOMERY	GEORGE & CHARISSE	12/31/2016
MORRISON	CHARLES	12/31/2014
MORRISON	JAMES F JR	12/31/2015
MURÉ	DAVE & DENINE	12/31/2014
NELSON	GARY & COLLEEN	12/31/2014
NICHOLSON	LINDA	12/31/2014
NUSS	JOHN & KATHY	12/31/2014
OUIMETTE	GEORGE	12/31/2014
PARKS	TOM & TRISH	12/31/2015
PARRY-JONES	GARETH	12/31/2016
PAVLIK	MIKE	12/31/2015
PETERSON	PETE & BEV	12/31/2016
PHILPOTT	CLIFF	12/31/2014
REYNOLDS	JOHN & PAT	12/31/2014
RINEHOLT	PAMELA	12/31/2016
SCHMIDT / COOKE	KEN / DEBORAH	12/31/2016
SHARP	BILL & SHERRY	12/31/2015
SHAW	BO & LAUREEN	12/31/2014
SIMONS	DENNIS & NONA	12/31/2016
SMITH	DAVID	12/31/2014
STACEY	NEIL	12/31/2014
STEPHENS	DAVID	12/31/2017
TAYLOR	DEE	12/31/2014
THOMPSON / KAVASH	MARIE / BETSY	12/31/2014
THOMPSON	PETER	12/31/2016
THOMPSON	STEVE & LIZ	12/31/2014
TRELOAR	WAYNE "KIWI" & PATSY	12/31/2014
TRUTTMAN	JOHN & LILA	12/31/2014

Craig Kenyon's Sun Visor Rehabilitated

I was bothered. Bothered by my floppy saggy sunvisors. Each time I moved them, they felt squishy and gross. They had been replaced once before and I was loathe to replace with the same thing. After careful dissection of one, they appeared to be pretty simple. Essentially a metal tube with a wire frame and foam inside the frame, all covered in heat sealed plastic. I felt I could do better with some stuff in the garage,How hard could it be?



First, the criteria: stiff and lightweight, feel good to the touch, and look good – OEM good. I cut and taped some cardboard to the dissected frame. I finally came up with a shape that covered more windshield, fitted to the side of the windshield frame better and appeared to be able to be covered (more later). Searching around for a good base material, I settled upon some thin Birch plywood used in craft making from Hobby Lobby. After cutting it out to match the pattern, all edges were rounded except the top. I epoxied a brass tube to the top edge. The brass tube was sized to fit snugly on the mounting bar, very snugly.



The tube was fiber glassed into place to give a more secure mounting and provide additional stiffness. I finished off the plywood with the leftover resin. I found some 1/8" craft foam in the garage and wrapped the visor in it. This provided a nice soft feel to the edges and surfaces of the visor.



Now I had to make some socks to cover the visor. I sewed up a sock out of interior vinyl to get a feel for the dimensions and if I could slip it onto the visors. Then, I sewed up to socks out of some left over deerskin. I had used the deerskin to make my knee boards, arm rest and shift boot.

I pulled the deerskin "socks" onto the visors and stretched them into place. Using leather glue, the socks were glued to the visor and the top edge was glued to itself. After trimming the top edge, I whipped stitched it to prevent unraveling. Slid the visors onto the mounting rods and they worked perfectly.



I was happy with the results and the cost. Since I had quite a few of the materials at hand, the total cost was under \$15 (the birch ply and the brass tubing).

Bo Shaw's Restoration Journal

This is segment of a series of 16 articles written by DCTRA member Bo Shaw about his experiences restoring his 1958 TR3A. Each month we will publish another article (or two if they are short) so you can see what it's like to spend a year or more recording your progress on a major project's ups and down's and the final TRIUMPHant result.

TR3A Activity - April 2012

Overall, the past month was one of good and bad. Unfortunately, the bad outweighed the good... by quite a bit.

The Good:

Oil Leak: The oil leak around the oil filter mount seems OK after tightening the oil filter mounting bolts some more.

Body Work: Under the mistaken (foolishly optimistic) impression that I was finished working with the engine installation (more later), the front wings (fenders), apron, wing beading, grill, headlights and front bumper were installed. Installation of the carpeting was also completed.



Photo 1: Front Wings and Beading



Photo 2: Bumper, Headlights and Grill

Doors: The door latch assemblies and the interior panels were installed on both doors. The new replacement latch assemblies as received were not complete and required salvaging parts from the old assemblies. Unfortunately, the recycled pieces from the driver's side door were worn out from long and frequent use, requiring that replacement pieces be sourced from wrecking yards around the country that specialized in Triumphs. After a long search, the required pieces were finally located at a Triumph wrecking yard in upstate New York (for ½ times the price of the new assemblies).



Photo 3: Passenger side door latch assembly installed.

The Bad:

Transmission Oil Leak: A transmission leak was detected after an engine run. It was removed from the car with a lot of help from West and Roy. It was determined to be leaking around the input shaft with some gear oil on the clutch plate that also required its replacement. The transmission was returned to the transmission repair shop that originally rebuilt it where they found that the input shaft seal had never been installed. I took advantage of the transmission's removal by upgrading the hydraulic throw out bearing assembly with a new improved unit from HVDA. I also replaced the clutch plate and reworked the shifter slightly to improve its feel. The transmission was reinstalled with a lot of help, again, from Roy and West.



Photo 4: No wonder it leaked with no seal on the input shaft!

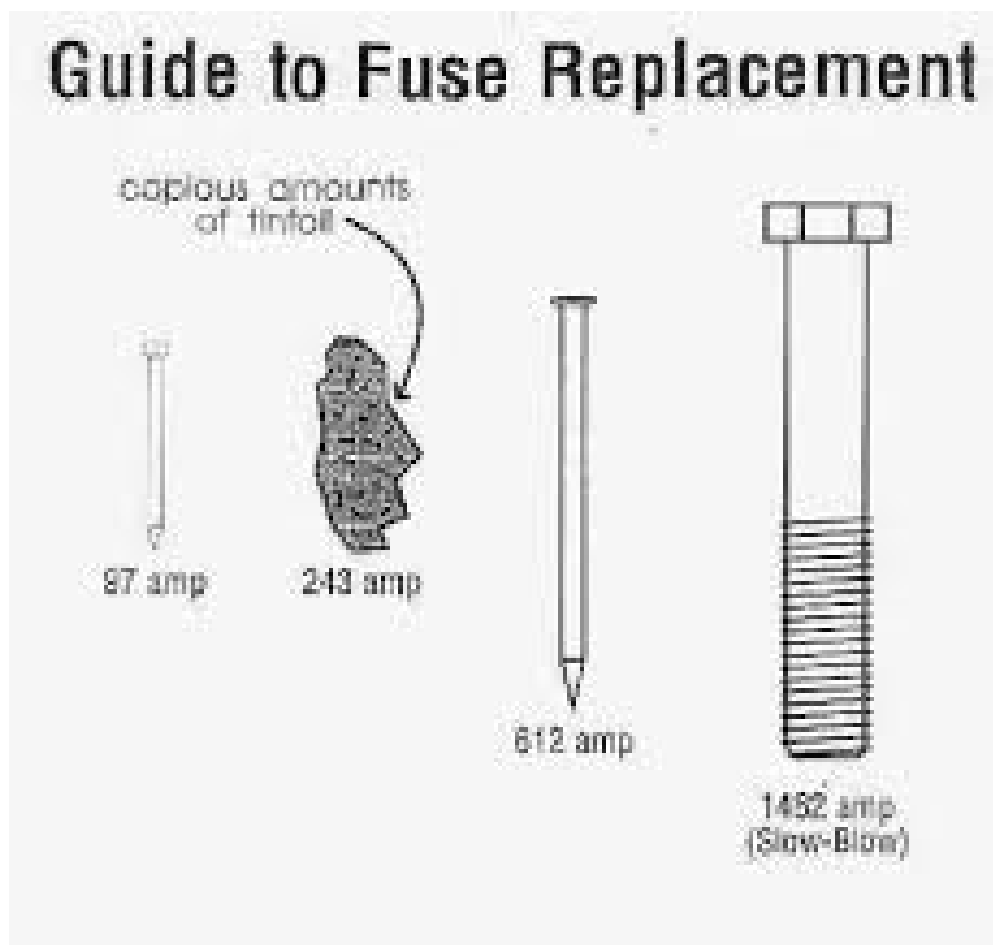
And the (Really) Ugly:

Head Gasket Leak: While preparing to install the bonnet, I noticed a few drips of coolant under the car. Thinking that there was a problem with the engine block drain tap again, I looked and instead saw that the coolant appeared to be seeping from the head gasket at the rear of the engine and was running down the block to the floor from there. Rats! If you recall, the head has already been pulled once to reinstall the soft plug that blew out with the first

engine run. I thought that I had not reinstalled the head properly, so off it came again. There were no obvious problems, so West and I reinstalled the head with a new gasket and torqued it back down. The next day, after the coolant was poured back in, I ran my finger along the rear edge of the head gasket. It came away damp. My reaction cannot be written down this time, or ever. Closer investigation showed that the coolant is seeping from the front and rear of the head gasket. The head will have to be removed again and taken to the head specialist in Riverside to try to determine the problem. Resolution will likely be expensive.

Plan for Next Month: Resolve the head gasket leaks? (This is the long pole in the tent.) Install the bonnet (hood), both doors with their associated capping, new tonneau cover and the seats. There is still a minor brake fluid leak to resolve.

Georges tech proposal for the month:



CLASSIFIED ADS:

FOR SALE:

TR7 Complete Official Manual
TR2 & 3 Manual
Service Instruction Manual - TR2 & TR3
Complete Triumph Manual – 1953-61
Spitfire Workshop Manual
Shop Manual TR2-TR4A
Spitfire Maintenance Manual
4 Spitfire roll-down windows
Assorted Tools

CALL: Grace Pennell 928-537-3355

FOR SALE: This info was sent to me by a woman who inherited a Mk III Spitfire. She wants to find a good home for it.



Asking \$2800.00. 80% complete. Great for someone that wants to finish starts runs. Will Need Trailer to Haul. needs electrical hooked up . Location 59th Ave Thomas Contact Chris Johnson Or Barbara Johnson 623-293-0656 . Clear Title will need to Notary for title Transfer. Cash Or Cashier's Check accepted .

FOR SALE: My name is Bill Graham. I would like to sell one of my TR4s. It needs a full restoration, but it has all new floors and sills and has never been in an accident. It will require final welding of the panels but it is aligned and ready. It comes with a wire wheel conversion too. I am only asking \$1000.00 plus one of Bill Close's 5-speed conversion kits. I can be reached 24/7 @ 602-989-2846.

The car body is at a shop in Scottsdale, aprox. 73rd ST. and Earl. All of the other parts are at my house (56th ST. and Bell Rd). No photos, but I could take some. Yes I would like \$1000. + the 5-speed kit, or about \$2,500.

Bill [bgraham426@hotmail.com]

CLASSIFIED ADS-Cont:

FOR SALE: TR7 Spyder and parts and Rover V8 motor & 5speed

Attached are the craigslist adds I've posted

<http://phoenix.craigslist.org/evl/pts/4390117664.html>

<http://phoenix.craigslist.org/evl/cto/4390116372.html>

<http://phoenix.craigslist.org/evl/pts/4365736222.html>

you can call or text me, 480-694-5014

Don Akiyama [akiyamatr7@yahoo.com]

FOR SALE: 1965 Triumph Herald

I was DCTRA newsletter editor from December 1992 until January 1998. Yeah, it was/is a great little car. I'm still not sure about selling it but I got a TR3 that should be done later this year and I haven't driven the Herald since I put it in storage 10 years ago. It's powder blue, 1965, put aftermarket carb and headers on it to get a little more oomph out of it but I have all the old parts. Won the Judges Special Award at Triumphfest in 1994. But, like I said it's been in storage for 10 years. I was figuring on asking \$3000 for it



John Lindly [lindly1907@gmail.com]

FOR SALE: Michelin redline tires, wheels & trim rings

I have a set of Michelin redlines mounted on wheels with trim rings. Tires have a lot of tread left and are in really good condition. I have no idea their value but will negotiate a price.

Anyone interested in them contact me.

Grant Holzworth [gholzworth@gmail.com]

Tel: 704-560-0700

DCTRA Club Meeting location:

Note that regular Meeting locations are on the second Tuesday of the Month:



Denny's Restaurant
650 N. Scottsdale Rd.
Tempe, AZ 85281

MEMBERSHIP

Dues are \$18.00 per year with a discount for multiple years subscriptions.
For membership information, contact: **PETE or BEV PETERSON**
at **480-488-4872** or email: **packratpete@gmail.com** or **bev@carefree.org**

Application form on next page:



DCTRA MEMBERSHIP APPLICATION

PLEASE PRINT and return completed form with dues to:

DCTRA
Bev Peterson, Membership
PO Box 3126
Carefree, AZ 85377

or

DCTRA
John Reynolds, Treasurer
806 E. Campus
Tempe, AZ 85282

MEMBER INFO:

Name(s): _____
(as you would like it to appear in the roster)

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____
Home Cel

Email Address: _____

Triumph(s) Owned:

Year Model Commission #

Year Model Commission #

Year Model Commission #

Other British car(s) owned:

Year Make/Model

NOTE: if this membership is for a couple – do both members plan to attend meetings/events and require a name tag?

☐

YES

☐

NO

If NO - name wanted on tag: _____

Dues: \$18/year (due January 1st)

NEW MEMBERS: dues are prorated for the first year at \$1.50 per month.

REDUCED FEES: \$34/2 years OR \$50/3 years

Websites

Desert Centre-Triumph Register of America
www.dctra.org

Triumph Sports Car Club of San Diego	http://clubs.hemmings.com/sandiegotriumph
Portland Triumph Owners Association	www.portlandtriumph.org
Tyee Triumph Club(Seattle)	www.tyee.triumph.org
British Columbia Triumph Registry	www.3.telus.net/bc_triumph_registry
All British Field Meet (Portland)	www.abfm-pdx.com
Vintage Triumph Register	www.vtr.org AND www.vtr2007.com
Triumph 2000/2500/2.5 Register	www.t2000register.org.uk
Rimmer Bros	www.rimmerbros.co.uk
Stag Owners Club	www.stag.org.uk
TR Sports 6 Club	www.tr-register.co.uk/news.htm
British Auto Works (OR)	www.britishautoworks.com
British Wire Wheel	www.britishwirewheel.com
Save Our Cars	www.saveourcars.org
British Car Forum	www.britishcarforum.com
Triumph Travelers Sports Car Club	www.triumphtravelers.org
Southern California Triumph Owners Assn	www.sctoa.org
British Motor Heritage Group	www.heritage-motor-centre.co.uk
6-Pack –USA Club for TR6/TR250 Owners	www.6-pack.org
Okanagan British Car Club (B.C.)	www.obcc.ca
Vintage Sports Car Club of Calgary (Alberta)	www.vsccl.ca
Moss Motors	www.mossmotors.com
Small auction and forum	www.britishcarauction.com
Classic Autosport Magazine	www.classicautosport.net
International Spitfire Database	www.members.cox.net/spitlist
British Motor Club of Utah	www.britishmotorclub.org
Columbia Gorge MGA Club (Classic Gorge Rally)	www.columbiagorgemgaclub.com
Victoria British	www.victoriabritish.com
Triumph Register of Southern California	www.socaltriumphs.org
Hill Country Triumph Club	www.hillcountrytriumphclub.org
Tucson British Car Register	www.tucsonbritish.com
Central Coast British Car Club	www.centralcoastbritishcarclub.com
Texas Triumph Register	www.texastriumphregister.org
Delta Motorsports	www.deltamotorsports.com
C.A.R.S of Phoenix	www.englishbawbsclassics.com



The International Club for TR7 and TR8 Owners

From showroom stock conversions to ground pounding conversions, serving all Triumph Wedge Car owners.

4 color newsletters per year, plus national and regional gatherings at major shows. 25 year archive of technical information to help you keep your car on the road.

Dues: \$15 per year

Triumph Wedge Owners Assn.
1591 People's Creek Rd.
Advance, NC 27006
(336) 998-6501

www.TriumphWedgeOwners.org
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Formerly the TR8 Car Club of America



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