

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE – TRIUMPH REGISTER OF
AMERICA

Founded: 1980



Triumph Register of America

◀ Back



Blue Gray TR6

April 2020
Vol 40, Issue 4

<http://www.dctra.org>

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NEXT CLUB MEETING

April 14, 2020

→ **Meeting Canceled** ←

Meet us for dinner / social @ 6: p.m.

Denney's Restaurant

3315 Scottsdale Road; Tempe, AZ

2020 CLUB OFFICERS

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ADVERTISING

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

AD SIZE – COST

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¼ PAGE.....\$ 35

½ PAGE.....\$60

BUSINESS CARD....\$25

Cover: Photo taken by Martin Lodawer at Triumphest 1984

John Heisser, President

I was planning on writing about a few different subjects this month however, the coronavirus pandemic has taken over almost every aspect of our everyday lives. Fortunately for us living in Arizona, it has not affected our state as badly as New York, California and Washington just to name a few. After listening to medical officials on the news, talking with club officers, and listening to opinions of club members, I sent out a general email to club members canceling our April membership meeting. The May meeting is still on at this time. I spoke with one of our members this morning, he was telling me that yesterday he detailed the engine compartment of his Triumph and was planning on polishing the bonnet today. I myself spent yesterday working on my TR8, normally I would just clean and re-install the parts I removed to make repairs, but since I have the time I decided to repaint many of them. Working on our cars for the most part is a refuge from everyday life, completely a repair or fixing some minor announce is very satisfying. So consider this, if you are tired of all the disheartening news, take the time to work on your car, than write a tech article for the newsletter. You could write a funny story about one of your Triumph adventures, consider writing about yourself and how you became interested in cars and Triumphs. George Montgomery is always asking for content for the newsletter, so let's put this extra time we have to good use and give him enough material for the next several months. Hope to see you all in May, in the meantime be safe and will.

Thanks, John

EDITOR'S DESK

George M Montgomery, Editor

These are strange times. In my many years I have never seen schools. Churches and businesses, not considered "essential", closed. There are no sports games: baseball, basketball, hockey and soccer. Thank goodness it isn't football season. Few people out on the streets. The Canadian snowbirds that are so prevalent in our neighborhood have flown or driven back to their homes in the still frozen North. Many people are working from home. Television stations are broadcasting their news and weather reports from the reporter, anchor or commentator's homes. Students are attending classes from their homes and online. Some students I feel most sorry for. My granddaughter, in her senior, has had her prom and all graduation activities canceled. She'll never have the opportunity, the experience that many of us all look back on as a rite of passage.

I've included an article found recently written by one of our founding members, Bob Shaller, over 38 years ago about the first Triumphest. There are some comments added by our historian, Armand LaCasse. It's an interesting article and gives a little insight to the colorful character our friend was.

I was disappointed in the light turn out at the Bondurant Track Day that Dave Riddle arranged for us. However in view of the social distancing that we are doing now maybe that would have been best. I considered that Sunday morning and but felt it was early enough in this "virus pandemic" that I would be safe. Then I remembered my wife. I would hate to bring home a Covid 19 bug with me and infect her. I need to think of others not just me. It was a fun afternoon though.

Our April business meeting has been canceled because of this Covid 19 and the need to adhere to the social distancing. All activities car shows, and other events have been canceled. Strange times. I hope this virus thing blows over by the end of April or mid-May. Would like to have our business meetings again.

George

Calendar of Events

DCTRA & British Auto Events 2020:

~~Apr 14th-DCTRA Business Meeting~~ **April Meeting Has Been Canceled**

Aug 31-Sept 4 – VTR 2020 Galena, ILL.

Sep 10-12, 2020 -- Triumphfest San Diego, CA

Regular Occurrence Events **ALL EVENTS ARE CANCELED**

Hunts Donuts – 3rd Thursday University and the Loop 101

Cruz'n at Phil's - (every Sunday) Phil's Filling Station Fountain Hills, AZ

Cars N Coffee – 1st Saturday of the month, Mayo Blvd & Scottsdale Rd

Cars N Coffee – 2nd Saturday of the month, Alpino's at Troon

Cars N Coffee – 3rd Saturday of the month, Penske Auto Museum

Pavilions McDonald's - every Saturday night. 101 & Indian Bend.

**All meeting, shows and other events have
been canceled because of this Corona virus
pandemic.**

April 2020 Membership Report:

DCTRA Membership Chair, Marvin Miller

Re-joining the Club at the March business meeting was Jim Bauder, Dave & Denine Mure, and Ed & Peggy Jacobs. Also returning to the Club this month are David & Lynne Hastie of Gilbert with their TR3A. Welcome back, we look forward to having you back with us.

With these returning members Club membership has grown to 108 with 158 members.

The Membership renewal drive is approaching it's end. A final round of reminder emails has been sent to the few that have not yet renewed. As a reminder to everyone, failure to pay membership renewal dues will result in removal from the club roster and email list. If you find yourself being removed from the Club roster, it is as simple as paying the annual dues to get reinstated. If you have forgotten what year your membership expires, please let me know and I'll look it up.

Since the Covid-19 virus has cancelled the April business meeting, I predict attendance will be 0. Hopefully this outbreak will be under control soon. Stay healthy everyone.

Marv Miller
Membership
miller2993@cox.net
(602) 380-5564

Application form on page 20



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Minutes

Desert Centre Triumph Register of America March 2020 DCTRA Meeting Minutes

The March 10, 2020 meeting of The DCTRA was called to order @ 7:15 pm @ Denny's Restaurant Scottsdale Rd. by President John Heisser.

Members present: John Barravecchia, Cal Busenitz, Ron Cole, Wayne Dimmick, Ron Gurnee, John Heisser, John and Beth Horton, Craig Kastoll, Chuck Kerzan, Mary White, Randy Koontz, Annette Cordova, Armand LaCasse, Bob Mazer, Marv Miller, George Montgomery, Gareth Parry-Jones, Tim Reiling, John Reynolds.

We had one visitor: Rob Vondracek of Amphicar.

Minutes: Last month's minutes were approved as they appeared in The Newsletter.

Treasurer's Report: Armand LaCasse reported income from membership dues and sales of patches and plate frames and the expenditure of the deposit to Little America Flagstaff for Triumphest 2021.

Membership: Marv Miller announced 3 returning members: Jim Bauder, Dave Mure, and Ed Jacobs. Marv sent out emails to all members containing a new Membership Roster.

Events: In John Nuss' absence, John Heisser reporting March 15 is Dave Riddle's Track Day. March 29 is The Copper State 1000. April will be The Hare & Hound Run and possible Breakfast Run to be scheduled in May.

Technical: Armand brought a wheel hub for testing the "trueness" of a wire wheel re Chuck Kerzan's earlier inquiry re changing his wheels. John Horton passed around some old Triumph pins for anyone who wanted them. Jim Bauder had information on new technology re hose clamps thru Clamptite.

Old Business: Armand requested Triumph Club history that anyone might have:

1981: 1st West Coast Meet of Triumphs in Havasu, Ariz.

1983: TRA West Meet in Del Mar, Calif.

1984: TRA West Meet in Phoenix.

1985: 1st use of "DCTRA"

New Business: Ron Cole reported on Triumphest Committee meeting held earlier today. He also explained the reason for wanting Triumph Club History is to incorporate our Club's 40th Anniversary into the planning & Logo for our 2021 Triumphest in Flagstaff.

Ron Gurnee reporting that hotel room rates for this year's San Diego, Triumphest are

\$ 95.00 until May 31.

Motion to adjourn @ 7:43 pm

Respectfully Submitted,
Mary A. White, Secretary



Bondurant Track Day

Story by John Truttman and George M Montgomery
Photos by George M Montgomery & Track Photographer

On the 15th of March four DCTRA members met with our member Dave Riddle at the Bondurant Racetrack course at the Wild Horse Pass Park. Dave is an instructor at the Bondurant school of

high speed driving. He had arranged to allow our club members to drive parade laps during their noon time lunch break. He also arranged for us to ride as a passenger on hot laps during

their practice runs. John Heisser was there but could not bring his new TR8. Bob McIlravy brought his TR250, George M. Montgomery brought his TR6 and Craig Kenyon brought his Jaguar. John Truttman was there earlier and given a ride with Dave during one of the earlier practice runs.

Bondurant Track Entrance



The beginning of the parade laps with Dave leading in his Focus pace car.



Craig shared his special sausage from Colorado



Our president John reflecting about his TR8

Bondurant Track Day (cont)



There we are on the backside of track



Oh, what a beautiful TR!

Forget Carnival Thrill Rides. Just call Dave Riddle!

What a hoot! Dave took me out for several laps around the Wild Horse Pass Motorsports Park track for a wild ride. As we launched from takeoff headed for the first significant turn, I wondered what would happen to us as we careened off the track! Well, no... I really didn't think that was going to happen. I had faith in Dave's driving skills. But it did occur me! I was so impressed with how Dave handled that hot little hatch of his. I had no idea that a Ford Focus could move out like that! His expertise on the track made the other drivers look timid and inexperienced. And his poor car! It seems as though it would break apart the way we were sliding around every turn, slamming on the brakes, hitting the gas again, rinse and repeat. Wow! Watching Dave drive was like watching a juggler, only Dave was juggling at a high rate of speed with his feet and hands moving here and there in rapid sequences. At the end, he stops the car, lets it cool off for minute or so, and asks me if I enjoyed the ride. He casually exits the car and walks back to the training area to resume his regular duties, as though it was just another day at the office (which for him, it was!) Thank you Dave for a wild ride. I have never before been in a car that was driven so well. Bravo!

John Truttman

British Wheels on the Green

Article & photos by John Nuss

Here are a few pictures of the Triumph turn out at the Highland Games. Armand and Amanda were the GT6 class, Tilly, Smedley and Trevor made up the Spitfire class. John Reynolds was in a class of one of a kind - TR6, Lotus, Morgan and Morris Minor. Armand's car won the GT6 class, Tilly and Trevor tied for first in the Spitfire class. The yellow Morris won its class.



Armand & Amanda' GT6s



John Nuss' Spitfire



John Reynolds' TR6

Interesting Information

If you are right handed, you will tend to chew your food on the right side of your mouth.

If you are left handed, you will tend to chew your food on the left side of your mouth.

Technical Note

John H Carroll April 2020

Triumph TR6 1974

It all began with a squeak... As it often is the case with all our 40+ year old vehicles. An odd noise, a different vibration felt while negotiating the myriad of sunken manhole covers across most every road we drive. We all know our cars. We can almost close our eyes and stand next to various vehicle and pick them out in a line up. This one was odd though. It sounded like sheet metal scrapping along the ground, but nothing was loose and a search under the car didn't reveal anything obvious.



Passenger Side



Driver Side

I left it for another day and searched again with a brighter LED flashlight and there I saw it. Just by the rear cross member channel frame that supports the differential. Two separate but clear fractures in the U shape channel on either side. This was worrying as I was unfamiliar with what could have caused this damage and cracking. Was it consistent severe vibration maybe? Was it a sudden shock through hitting a pothole perhaps? It was concerning as clearly the frame had also buckled on one side too. We know when these cars were built in Coventry, British Leyland was not in the best financial shape. The gauge used on this section of mount was particularly thin, no more than 1/16"-3/16" perhaps.

What was the Cause?

Not really knowing the history of the original lever shocks and adapter kits for telescopic replacements, it was clear over the years, that the powerful vertical links and pressure wave they cause, may have contributed to a more severe force on a channel steel frame structure. Transferring that energy and shock wave through the sub frame chassis could have led to a design overload and bent the frame, resulting in a fracture and crack.

One observation that was made during the repair and welding was a 5/8" hole drilled through the side of the frame, which perhaps was a way to connect the adapter plate for the vertical shock? It was oddly only on the passenger side so could have been a way to connect something in the past. The result of this on such weak thin steel is clearly shown with the fracture of the material starting at one point and making its path towards the weakest part of the frame, the hole itself. See picture below.

Technical Note (cont)



Fracture path towards drilled hole in frame.

As is always the case we are blessed with such a lot of helpful owners with experienced knowledge of all things Triumph. I emailed my dilemma and sure enough a few folks immediately asked if the car has telescopic shock absorbers or the original Lever Style. Once I mentioned Vertical Shocks, they said remove them and replace with Lever Arms. Not knowing many welders, I felt it was my duty to contact John Heisser, not only as a formidable welder, but the previous owner.☺ . John didn't hesitate and offered to run new welds if I get the car to him. Rather than risk more damage with a 1hr drive, I U-Hauled the car to John and he set about cleaning and welding both sides. I found some perfect box section and John had some additional steel we used to reinforce each channel before welding it all up.

Repair Parts:

Having consulted a few members the clear favorite approach was to take the original lever arm shocks and have them either rebuilt or purchase refurbished shocks with a core exchange. I contacted Worldwide Auto Parts in Madison WI, and they shipped two Armstrong Lever Shocks within a week. I purchased new link arms at the same time. They were \$99 each plus the core and shipping etc.



Original Lever and Links



New Lever and Links

Technical Note (cont)

Repair Work:

Welding up the cleaned and detailed steel, affected by the damage.



Master Welder at work... 😊



Driver Side Repair



Passenger side repair

New Lever Shock added



Technical Note (cont)

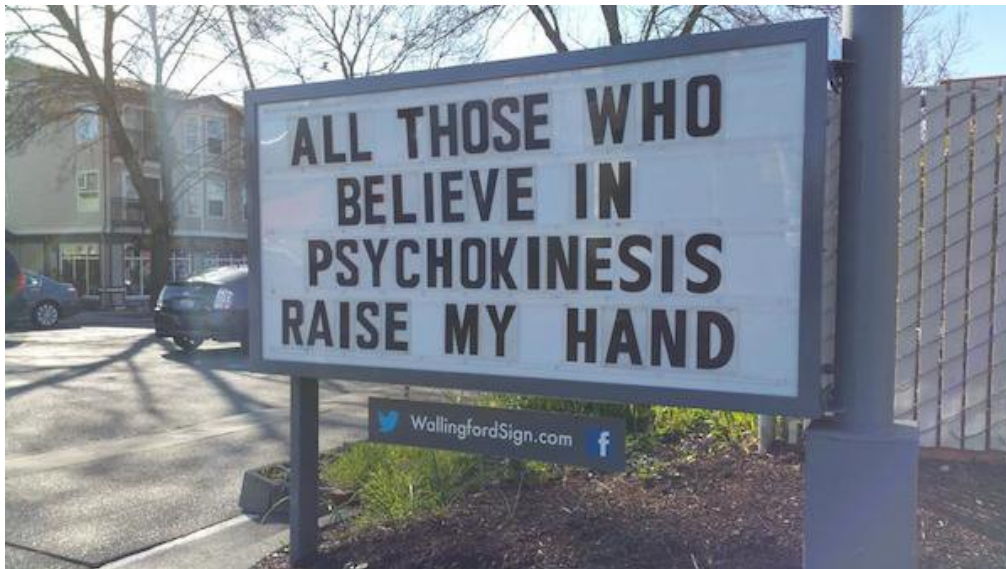
Conclusions:

It goes without saying I'm eternally grateful to John Heisser for working on and repairing this for me. It's yet another example of how this DCTRA is invaluable to us all with so many helpful and experienced owners. Thank you John, it was much appreciated.

What I also learnt from this is that perhaps when we all strive to improve our cars, with either newer technology or more modern alternatives; it can end with unintended consequences. Although during the 1970's the British Car Manufacturing Industry was at a low point, with union strikes shutting down operations, government intervention, and the arrival of serious competition from the Japanese Car Industry especially. It is apparent the design teams and development of these cars was in the hands of very smart engineers, who's designs even 45 years later are proving how advanced they were. It's my opinion that these cars were never built to last 20 years, never mind 45 years, so the lesson I take from this is trust the reasoning behind the original design and components. The car is running as quiet as a TR6 mouse should, except for the throaty Monza Exhaust output.. ☺

Regards

John H Carroll. 1974 Triumph TR6.



Some Reading Material for You

By Bob Shaller Intro & epilogue by Armond LaCasse

Since many of us have some extra time on our hands, here is a bit of history from the Winter 1981 Newsletter of the Desert Centre Triumph Register of America. It's a report about the first occurrence of what is now known as Triumphest.

First Regional TRA West

By Bob Schaller, Desert Centre, TRA

October 16th and 17th was the time and Lake Havasu City, Arizona the place. There, gathered in the shade of the transplanted London Bridge, were ten TR-3A's for the first regional get together.

The Phoenix group of six cars, five afoot and one on a trailer departed Phoenix at 8 pm on Friday night and winding across the cold, cold desert through Wickenburg, Salome and Aguila for about 240 miles and arriving at Lake Havasu about one in the morning. Some explanation is due concerning the trailered one, however. The tow car was a rather large motorhome that supplied warmth, occasional lifting of the spirits and other necessities that arose on the long cold drive. Joe Reagle's red beauty was well equipped however, as it is fully equipped with top, curtains and a functioning heater. The rest were not so advanced. Only two had tops up and none had curtains. Sleeping bags were much in evidence as the entourage proceeded. Also accompanying the group was one member whose TR was redlined in Phoenix and she and a lovely friend made the trip in a VW convertible (with up top I might add).

Arrival found rooms awaiting at the Shakespeare Inn and warm and comfortable. The gang soon disappeared into their burrows without fanfare.

Morning dawned a beautiful October Arizona day. After breakfast we were joined by a DCTRA member from Yuma and three from the Los Angeles area TRA making up the ten. We proceeded to the bridge and had a suitable drive around and over the bridge several times giving the tourists a thrill and accompanied by the burning of much film. Soon the cars were admitted to the spot for the day under the span right down on the waterfront. The area is reminiscent of an English seacoast village with Union Jacks, Old Glory and pubs offering the proper substances. The highly polished concrete deck and wharfs provided a proper setting for our cars. The village management was cooperative in every way and made our welcome warm.

Afternoon activities centered around a mini-concours, public balloting for their favorite machine and a crank start contest. Since at least four of the machines were of concours quality our amateur Judges spent considerable jawboning time before arriving at a decision and they were backed up by the public voting tally in that Vic Vilacheck's maroon and chrome slicker from LA was the winner.

The crank start contest was something different though with the advantages of youth dominating the affair. Joe Reagle managed to crank Pennell's car to life after departing the seat squab, landing once on his pratt and still clocking some 13 seconds, which the judges promptly questioned. They could not believe the score, so Joe did it again, without the butt buster and showed 12 seconds this time. Undeniably the quickest. Us old goats were nowhere near that time.

Saturday night entailed a free bus ride to the Copper Belle Casino over the river in Nevada. The establishment there provided the transportation, dinner, drinks and free chips. The RX7 club from Phoenix had arrived with seven carloads and joined us for the evening affair.

Sunday morning, the motel management provided a catered buffet breakfast in a private dining room that was just plain darn good. Tom Pennell passed out the awards that he himself had donated and then the discussion led to what became the title of this writing. Sitting within smelling distance of Las Vegas at the time we readily decided that we should do this again next year, but this time invite the whole "TR world". So, pending some response from the colonies back east, we are planning a nationally invited meeting in Vegas for October 1982 with Phoenix and Los Angeles hosting. Experience with Vegas town leads us to believe an attractive package can be put together and let's dream a bit about 1,000 TR's in a parade down the "Strip" and around the newest Grand Prix track right in downtown Las Vegas. We hope this is fuel for discussion around the hot stove league this winter and hope to have comments and suggestions about the whole affair.

Finishing the weekend, departing for home via Kingman, Arizona and down through the mountains for a scenic route home, a good barbecue lunch in Wickenburg and arrival in Phoenix about 5 p.m. A great weekend and a flawless performance by every TR. Now let's get to thinking about Las Vegas in 1982.

(Bob Schaller was the technical wizard for DCTRA until he passed in 1996. In addition to his unique writing style, Bob would also help us with unique repairs to our Triumphs.) Armand LaCasse

Meeting Canceled

NEXT CLUB MEETING

April 14, 2020

~~Dinner & Social Hour @ 6:00 p.m.~~

~~Business Meeting Starts @ 7:00 p.m.~~

~~Denney's Restaurant~~

~~3315 Scottsdale Road; Tempe, AZ~~

See map on page 19

CLASSIFIED ADS:

FOR SALE:

1964 TR4A \$12,000 OBO. Completely original, 65,000. Engine never rebuilt, original SU carburetors and 4 speed transmission. Located in Sun City Grand

Call Rod Arnold – 480-370-1065
10-19

Sold



FOR SALE:

Retired auto body looking to find a buyer for a decent 73 tr6.anybody can contact me for more info Number 3 car, runs super high performance additions added, lots of extra parts including new top, pressure plate and clutch, door panels, service manuals, roll bar, leather seat covers and pads, and more. Call or text for more info. Pics are available. Asking \$8,700 obo cash

Mike Lesniak
1701 S Yellow Brick Rd
Chino Valley AZ 86323
928-710-4259



2/20

CLASSIFIED ADS: (cont)

FOR SALE:

For sale one axle trailer, new aluminum runners, ramps and a 2,500 pound electric wrench, Asking \$750.00.

John Horton - 602-705-8678

triumphshoppe@gmail.com, 12-19



For sale: Clutch Master Cylinder – new
For '63-'80 Spitfire \$30

David Faulkner - 480-656-4366

rottendave@cox.net

12-19

FOR SALE:

TR6 Roll Cage. \$475.00. I cleaned it up. Sanded it down to remove paint. And applied 2 coats of grey primer. I was going to spray paint it black, but it's ready for someone to choose their color.

Please contact me either on email at:

john.carroll@wbhsi.net

or text at [480 622 8502](tel:4806228502)

John Carroll.

03.2019



1975 Triumph TR-6 (Java) Commission No. CF398454, Complete frame off restoration ~74,000 miles, but only 1000 since restored, Original Java green with black interior Many upgrades, too many to list here. Webbers and Overdrive. Leather seats Car is in the Dallas/Fort Worth area Asking: ~~\$29,500.00~~ Reduced to \$25,000

Contact me for other questions:

Jack Morris

(C) 817.401.2549

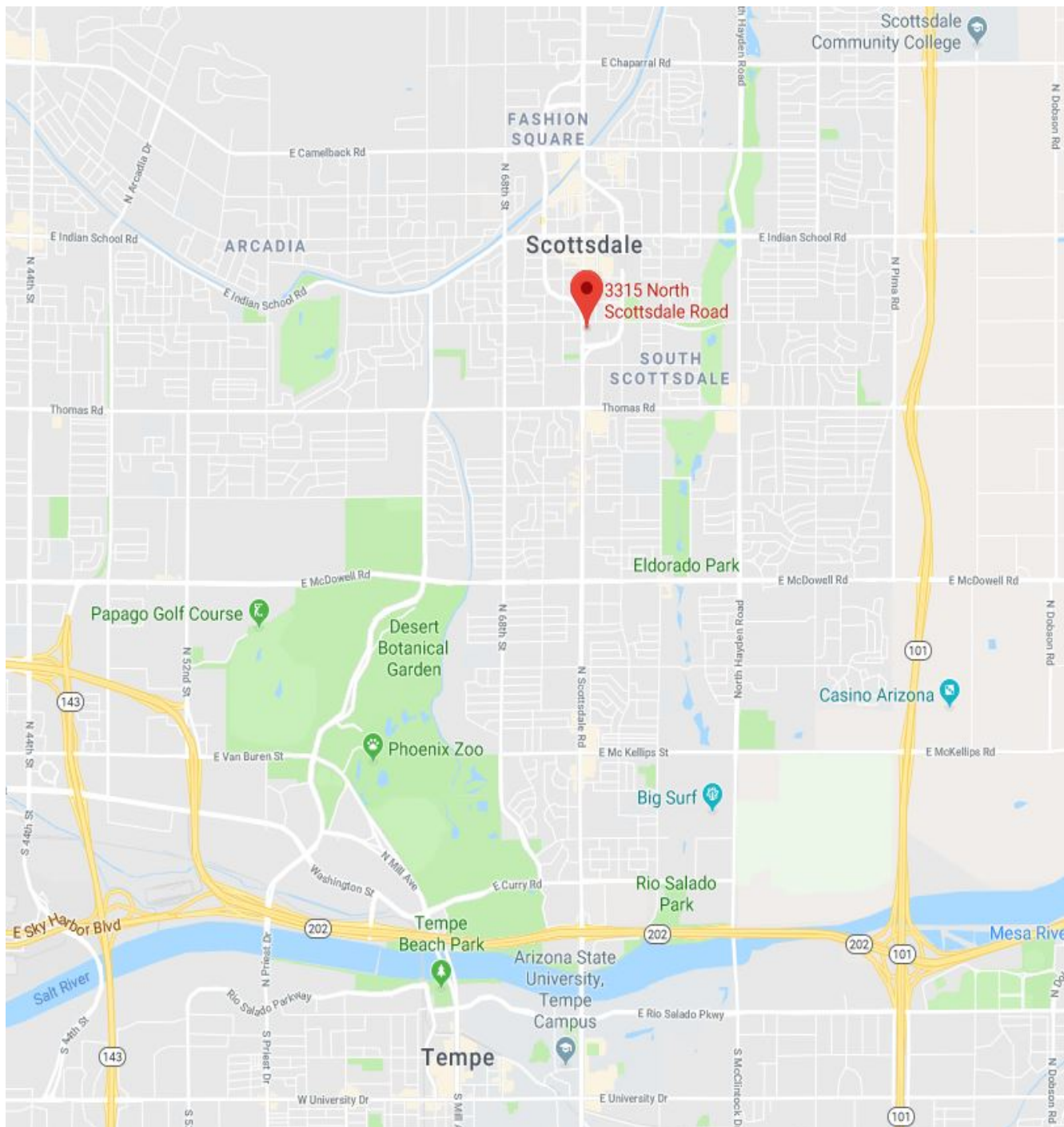
jack@ppitx.com

8-2019

DCTRA Club Meeting Location:

Note: Regular business meets are held on the second Tuesday of each month.

**At: Denney's Restaurant
3315 Scottsdale Road; Tempe, AZ**





DCTRA MEMBERSHIP APPLICATION

PLEASE PRINT and return completed form with the correct amount of dues to:

DCTRA

Marvin Miller, Membership Chairperson

780 W. Coolidge St. Phoenix, AZ 85013

Phone: 602-380-5564 Email: miller2993@cox.net

☐

NEW MEMBER:

☐

RENEWING MEMBER:

MEMBER INFO (please print):

Name(s): _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____
Home Cell

Email Address: _____

Classic Vehicles Owned:

Year	Model	Commission #
Year	Model	Commission #
Year	Model	Commission #

Each household membership includes one name badge. Additional name badges are available at the cost of \$6.00 each.

Name wanted on badge(s): _____

Do you want added to the Membership Contact list YES _____ NO _____

How are you paying your dues: CHECK _____ CASH _____ PAYPAL _____ (add \$2.00 process fee)

PLEASE NOTE:

If a new member is joining between January 1 and September 30- One-year dues are \$20.00, two-year dues are \$37.00 and three-year dues are \$55.00. If a new member is joining between October 1 and December 31- One-year dues are \$25.00, two-year dues are \$42.00, and three-year dues are \$60.00. This allows everyone's dues to become payable on January 1 of the appropriate year.

Regalia

We also have Grill badges (\$25.00 each), Lapel pins (\$5.00 each) and License plate frames (15.00 each) available for purchase.



Grille badge (3 inch diameter)



Lapel pin (3/4 inch diameter)

Membership fee	_____
Name tags @ \$6.00 each	_____
Grille badges @ \$25.00 each	_____
Lapel pins @ \$5.00 each	_____
Total enclosed	_____

Additional Space for more information:

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.vsgcc.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.texas triumphregister.org
Delta Motorsports	www.deltamotorsports.com
C.A.R.S of Phoenix	www.englishbawbsclassics.com