

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE – TRIUMPH REGISTER OF
AMERICA

Founded: 1980



Triumph Register of America

◀ Back



Beautiful Interior

April 2021

Vol 41, Issue 4

<http://www.dctra.org>

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NEXT CLUB MEETING

April 13, 2021

→ Meeting To Be Zoomed ←

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

Denney's Restaurant

3315 Scottsdale Road; Tempe, AZ

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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	½ PAGE.....\$60
¼ PAGE.....\$ 35	BUSINESS CARD....\$25

Cover: Keith Davis' TR3, photo by Paul Jordan

Prez Sez – April 2021

John Heisser, President

I must apologize for missing the last Zoom club meeting, but I have a good excuse! A friend and I have wanted to hike the trail at Granite Mountain Hotshots Memorial State Park located south of Yarnell on Highway 89. We wanted to do it before summer because of the heat and during the week because weekend crowds, also we both have somewhat busy schedules and had to change our planned hike a few times due to bad weather. So, when Tuesday worked for both of us and the weather was nice it was go time! The hike is about 7 miles round trip and a total of up and down elevation of approximately 1700 feet but will worth it. Eighteen firefighters lost their lives on June 30, 2013 while fighting the Yarnell Hill Fire, working to protect surrounding communities. As you climb up the trail there are plaques with pictures of each firefighter and a few paragraphs about personal history and their personalities, this trail and park is a real tribute to them and their families. This past year has been rough on everyone, but I am in awe of the doctors, nurses, researchers and all medical personnel that have treated the sick and developed vaccines to fight the Covid 19 virus. Like these firefighters they have made many sacrifices because of their chosen career of public service. Also, to the people who delivered goods and services to keep us safe, thank you all!!!

I joined the Triumph Wedge Owners Association a few months ago and recently received my first "The Bulletin" a quarterly magazine/newsletter in it was an interesting item about a member who collected what he referred to as "dog tags". These dog tags are the VIN plates that are located on the windscreen frame of most cars over the past 50 years or so. During a period of approximately 20 years, he collected well over 200 "dog tags" these were taken from cars that were headed for the crusher the VIN numbers have since been entered in a data base. TWOA asks for your car's VIN when joining which is also entered in this data base which contains over 15,500 Wedge cars, although it is understood that this list will never be complete, it is considered valuable information. I started thinking about how many Triumph sports cars were produced and how rare they are, so I did some research on the web and found these approximate production numbers; TR2 / 3Bs = 80,000 +/-, TR4/TR4A & TR4A IRS = 40,250 +/-, TR5/250 = 2950 +/-, TR6 = 91,850 +/-, TR7 = 115,000 +/-, TR8 = 2800 +/-, Spitfire = 314,000 +/-, GT6 = 40,925 +/- . Total production for 30 years was 687,775 about 23,000 per year. That seems like a lot of cars but consider this when the American big 3 automobile manufactures entered the compact car segment in 1960, Chrysler built 194,242 Valiants, Ford built 361,363 Falcons and GM built 250,007 Corvairs for a total of 805,612 for 1960 alone. There were 3,542,041 Valiants built during their 16-year production run. I know that this is comparing apples to oranges but it does give some perspective as to how rare our LBCs are. I wonder how many of these cars from 1960 are still around, or if they bring to mind as many wonderful stories as Triumphs do? I hate to admit it but my first car was a 1960 Ford Falcon 4 door I bought from a neighbor for \$85.00, you are thinking and I know I paid too much! It had a 140 cubic inch, (2.3 liter after all this is a British car newsletter) 85 HP six-cylinder engine with a 2-speed automatic transmission, 0-60 time was about a half hour. The only good thing I can say about that car is I never got in trouble burning rubber or speeding!

I was able to receive my second vaccine shot this month, what a feeling of relief! I hope all of you have been able to get an appointment to receive your shots also, maybe we will be able to meet in person soon. Well, that's it for this month, hope all of you are well, take care, be safe and drive those Triumphs.

Thanks John

EDITOR'S DESK

George M Montgomery, Editor

Everybody is getting their vaccine. By early summer most everyone should be vaccinated by then. If everyone will keep wearing their masks and continuing with their social distancing, we should have this virus thing whupped if the variants don't come back to get us. This is good because I want to plan for a couple of trips this year. One to Oklahoma City to see my sister and her family and my high school 60th class reunion. Then a flight to Atlanta to see my daughter and grandkids. Finally, to Flagstaff for the Triumphfest 2021 event. This will be the first time I've been out of Maricopa County in a year and a half.

Triumphfest is getting closer. Only seven months or so to go. If you haven't volunteered to help at one of the events yet, now is the time to do so. Ron Cole, our organizer has done an excellent job putting this thing together. He has a great team of committee chairmen who have their portion/project ready and lined up. These Zoomed meetings are working out well. If you haven't volunteered for a position because you don't want the responsibility of starting the project up and organizing it, don't worry. That's been done. The initial work has been done. Now you just have to pick your favorite event and sign up and be there for your appointed time. We will all (that all with a capital A) need to participate to host this event. Don't forget to access your registration online (Triumphfest.org), print, fill it out and mail it in. Couldn't be simpler.

We have new members, Carl and Patty Miller, who are California snowbirds. They spend approximately six months of the year in Parker, AZ. We are fortunate to have them as members. Carl has already written a story of his experiences when he first moved to Parker. It can be on page eleven in this issue. Good reading and dry humor. Thanks, Carl.

We will be Zooming on Tuesday the 9th. Will I see you there? You can meet Carl and Patty then. Carl you will be there, won't you?

George

April 2021 Membership Report:

Joining the club this month is Don Bender of Green Valley, AZ. Don recently purchased his 1974 TR6 and is anxious to learn and grow with his car. Welcome to the club Don, we look forward to meeting you and your car.

Adding Don to the list shows memberships have increased to 108 with 157 members. When we get one or two more new members I will be placing an order for name badges.

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

Application form on page 18



Minutes

Desert Centre Triumph Register of America DCTRA Meeting Minutes

March 9, 2021

The March meeting of DCTRA was held via Zoom, hosted by John & Kathy Nuss. The meeting was called to order @ 7:04 p.m. by John Nuss, Vice President, in the absence of President, John Heisser.

Members present: Bill Close, Jim Bauder, George Montgomery, Ron Cole, Dave Riddle, John and Kathy Nuss, Bev and Pete Peterson, Armand LaCasse, John Reynolds, Deborah Cooke, Marv Miller, Chuck Kerzan, Mary White.

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

Treasurer's Report: Armand LaCasse, Treasurer, reporting no income this month plus a few expenses. Triumphfest registrations are coming into the Triumphfest account.

Membership: Marv Miller announcing several new members: N. Mark Kramholtz who owns a '74 TR6 and Carl and Patty Miller, snowbirds via California.

Marv has an order ready for new name tags but needs a few more to complete the order. The Club now has 107 memberships and 156 members.

Newsletter: George Montgomery appreciated the very nice story about Roy Stoney.

Events: Dave Riddle is organizing a CHILI/MOVIE Night.

Old Business: Ron Cole reported that The Triumphfest Committee met last evening via Zoom. The website is up and running and he encourages all to complete the registration form and mail it in as Triumphfest is only 7 months away!!!

New Business: John Nuss suggesting perhaps The Club could now look into holding our January Brunch, cancelled due to Covid. John will look into Food Trucks and places to meet. John is also proposing we consider holding our meetings In Person again. He will contact Denny's Restaurant in Scottsdale to inquire regarding their current policy regroup gatherings. Dave Riddle further suggesting that he could provide the equipment to continue Zoom meetings from there.

Motion to adjourn @ 7:27 p.m.

Respectfully Submitted
Mary A White, Secretary

NEXT CLUB MEETING Business Meeting Starts @ 7:00 p.m.

April 13, 2021

A Zooming address will be sent out.

Calendar of Events

DCTRA & British Auto Events 2021:

April 13th, 2021 DCTRA Business Meeting - Meeting to be Zoomed

Sep 14-18, 2021—VTR National Meet, Edmond, OK

Oct 14-16, 2021 --Triumphest 2021, Flagstaff, AZ

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, Alpio's at Troon~~

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

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

Our web master



HTTP://WWW.MICROWORKS.NET

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DAVE@MICROWORKS.NET

Technical Corner

Repainting an Engine Bay in 8 Easy Steps

By Carl Heideman, Classic Motorsports, edited by George Montgomery

Sometimes you can't just clean up the engine bay, and a repaint is the only answer. Although this sounds like a long job involving an engine hoist and a couple of your best friends, if you work smartly and methodically you can do an engine bay repaint without pulling the drivetrain.

Step 1: Remove What You Can



Remove everything from the engine bay except the engine and wiring harness. Pull the heater, radiator, carbs, manifolds, and just about everything else, including all of the hoses. Leave the wiring harness in the car, but disconnect just about everything—after careful labeling, of course. Then clean up the harness, coil it up and tape it into a bag. With everything removed, you can move on to step two.

Step 2: Clean



Next comes many long hours with a brush, paper towels and our favorite cleaners. Note that we wear gloves to protect our hands from the evils of chemicals. This step is even more critical as part of a repainting job. In addition to the methods mentioned in the main story, we finish preparing the engine bay by scuffing everything up with a Scotch-Brite pad so the paint and primer will stick. Be sure to mask with paper or aluminum everything that can't be removed.

Technical Corner (cont.)

Step 3: Prime

While the pictures show priming the engine bay with a spray gun, you can do nearly as well with a spray can. The key is to get an even, consistent finish.

You'll note that the engine didn't get primed. Later the engine was sprayed with black primer. If it had sprayed it with gray primer, any chips would have shown up gray instead of black. Once the primer in the engine bay had dried, it was followed up with the color coat.



Step 4: Paint

Visit your local auto paint specialist. They should be able to match your engine bay's original color and supply a pint or quart of the needed hue. This TR6 engine bay was done with a spray gun, but your local shop should be able to pack the correct color into spray cans too. This has been done in the past with excellent results.



The engine was painted with a rattle-can; first primer, then color. While a lot of people think you need high-temp engine paint, the quality or durability of the stuff has not seemed worth the price. Just use a quality can of black enamel and touch up any missed spots on the engine and body with a brush.

Technical Corner (cont.)

5: Clean and Paint the Accessories



The condition of various under-hood accessories makes a huge difference. Case in point is the exhaust manifold. First clean it with a wire wheel before painting it with high-temp manifold paint. (This is different from high-temp engine paint).

Step 6: Right the Wrongs



Most of our cars have seen three or more decades, and there's usually some creative stuff going on in the engine bay—perhaps inappropriate rewiring or goofy hose-routing from emissions equipment removal. Fix all of those errors before you begin reassembly.

Technical Corner (cont.)

Step 7: Reassembly



Always be very slow and deliberate as you put everything back together. Route the hoses carefully so they don't twist around each other. Do the same thing with the wiring.

Use replated fasteners to reassemble your engine bay. Companies like Eastwood make replating kits, or you can have a local industrial plater do it for you.

Of course, sometimes it's easier to just install new fasteners, especially if you're not concerned with concours-correct bolt head markings.

If we really want to impress people, "time" all the screws and bolts so they're in the same orientation. This is the fun part, so always take the time to enjoy it and make it look great.

Step 8: Enjoy



Start to finish, you'll have about 30 hours in your engine bay detail. While the engine bay looks fast just standing still it begs for a ride.

My TR4's First Venture to Parker, AZ

Story and Photos by Carl Miller

It was a dark and stormy night. Well actually no, it was a warm, bright and sunny day in Arizona. I had just spent a few days doing chores and watching the Heater/Air Conditioner repairman work on our heater. A short time before we had the water heater replaced. We are getting our Arizona River house ready for more than weekend visits. I'm writing this article because 1) Patti asked me too and 2) At the Inland Empire breakfast in March Jim Krumwiede instantly noticed I had new hinges on the trunk lid.

Inanimate objects are not supposed to have intelligence, self-awareness or communication skills. As Triumph owners some of us suspect that is possibly not entirely true. So my story begins. I had told the repairman that when he got the OK from the warranty insurance company and had the parts in hand to call me, I'd come back. After the he was done for the day, I left to return to LA and was barely a mile outside of town when the TR4 starting giving me trouble. I drove a couple of miles further to see if it would smooth out. After all, it drove from LA to Parker flawlessly. No joy on the car fixing itself, so I turned around.

That turn was only page two of the saga. The TR4 quit completely and I coasted to the side of the road as far off as I could, but the road was narrow there. I opened the hood and thought about what I would do first. Holding a sparkplug wire and cranking the motor would be the last thing. I pulled the air cleaner off and there sat my Edelbrock 4-barrel. I pumped the throttle. I think I see gas. I disconnected the fuel line from the carburetor and cranked the motor. Holy gushers Batman, the fuel pump worked great. No debris in the carb filter screen either. Hmmmm-fuel delivery may be part of the problem, but I thought an ignition problem was raising its ugly head-- again.

As I worked traffic was going by. Most of the cars and trucks both slowed and gave me room by moving toward or into the opposing lane. Just as I finished reinstalling the fuel line to the carb three 18-wheelers in a nose-to-tail train blew by at lightning speed and they didn't give a whole lot of ground.

Woohaa instant hurricane force wind. I grabbed the hood as they rocketed by and saved it, but the trunk lid did a back flip and was lying upside down on the car with broken hinges. How special. Both have rods to hold them up, nothing to keep them from flying away. I'm going to change that. Thank goodness Triumph chose to make the hinges out of pot metal and thank goodness ours were 59 years old. They snapped in two like dry twigs and by doing so saved major body damage.

My TR4's First Venture to Parker, AZ (cont)



I cranked the motor and it fired up so I put the trunk lid down where it belonged, latched it and wedged folded cardboard in the crack along the front edge to hopefully keep it from blowing off and doing another back flip (a very destructive one). It worked. On the way out an 18-wheeler was pulled over on the side of the road. He was still there and the hood was up on my way back. I stopped and asked the driver if I could help or give him a ride into town. He said he was from Utah and was pretty sure he blew his transmission. I told him the ride into town was still available. He said no, he'd stay with his truck and his cellphone had service so I gave him water and stopped bitch'n about my problems.

I drove straight to NAPA to buy ignition parts. I had barely pulled into the parking lot when my phone rang. It was the heating company. They had the insurance company OK, would get the parts tomorrow and wanted to schedule for the day after. The TR4 knew! It was preventing hours and miles of driving to LA just to turn around and drive back. Thanks buddy!

NAPA had only high-performance ignition parts. I said, "What the hey, the TR4 deserves it." Let me stop here for a moment. Those who don't know us may be wondering how I bought high performance Triumph ignition parts at NAPA. I didn't. If you jack up the body of our TR you'll see a Camaro- 350 V8, automatic transmission and Camaro differential. So, getting GM HEI ignition parts in anywhere USA is not a problem.

My next stop was the hardware store. I bought flat metal brackets to hold the front of the trunk lid on the trip to LA. Now back to the house and start fix'n. In a rare display of good luck the brackets fit all the hinge holes without drilling anything! I mounted the brackets to the trunk lid first. I have two screwdrivers that are extra-long. I held up the body-mount hinge bolts by wedging the screwdrivers between the bolts and the trunk floor. I then carefully lowered the trunk lid, installed the nuts and voilà, done! I put my tools away, walked down to the river and sat and sipped with neighbors for a while. It's kind of early in the year, snowbirds are still there, and the weather is still cool, but the sound of a hot boat going by was music to my ears.

My TR4's First Venture to Parker, AZ (cont)

The next morning, I installed the new distributor cap and rotor. The instructions (I always read the instructions) had directions on which contact pin to use depending on what kind of coil I was using. Hmm. The 350 isn't stock- the coil is stock- the stock starter couldn't handle the engine and I have ongoing ignition trouble. I selected the pin with the least resistance. As configured the TR hummed all the way to LA. Once there I made an order with Summit Racing for a high-performance coil kit and installed it. The drives I've taken so far tell me the TR is really happy and the shiny new hinges I later purchased look great. Thanks for noticing Jim! On my next trip across the desert, I think I'll treat the TR4 to a special treat - some 100 octane gas. It really liked it last time. If we don't see you before, see you at Triumphant.



CLASSIFIED ADS:

FOR SALE:

Retired auto body man 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

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

David Faulkner - 480-656-4366
rottendave@cox.net

12-19

FOR SALE:

Cleaning out the garage and have a few parts if anyone is interested....make offer (beer accepted!):

Standard Transmission - was in good working order when pulled.
Stainless steel exhaust dual down pipe (piece that connects to exhaust manifold)
OEM exhaust - used but in good shape
Set of stock rims
Set of trim rings

Jim Snell
Text me at 480-544-0636 for any info

4/21

CLASSIFIED ADS: (cont)

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

For Sale:

Upper and Lower hinges for left door of TR3A/B. These hinges are unused and are applicable to TR3A commission numbers TS60001 and *higher and the TR3B*. The Moss Motors part numbers are: 803-470 and 803-490 The Moss Motors website cites them as in "low supply" and is asking \$59.99/each. Asking \$50 for the pair.



Bo Shaw

Email: boshaw@live.com

Cell: 760-977-6612

3-21

FOR SALE:

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

CLASSIFIED ADS: (cont)

FOR SALE:

Engine has 83,000 miles and was running when removed.

Transmission runs good.

Email Mike Blachut: mblachut@yahoo.com and make offer



FOR SALE:

I have two TR6, one a 1974 that I purchased new, runs good, very clean.

The other doesn't run, looks rough but complete. Both French blue with overdrive.

I'm getting up in age and the winters in Montana are not made for touring cars.

I'm only down here in Arizona for a couple of months. I thought figured I try selling these to someone that can more use out of them.

Looking for \$14,500 for both. Two for the price of one.

Could part out the 1975 or fix it up.

Need to sell both as one.

Thanks

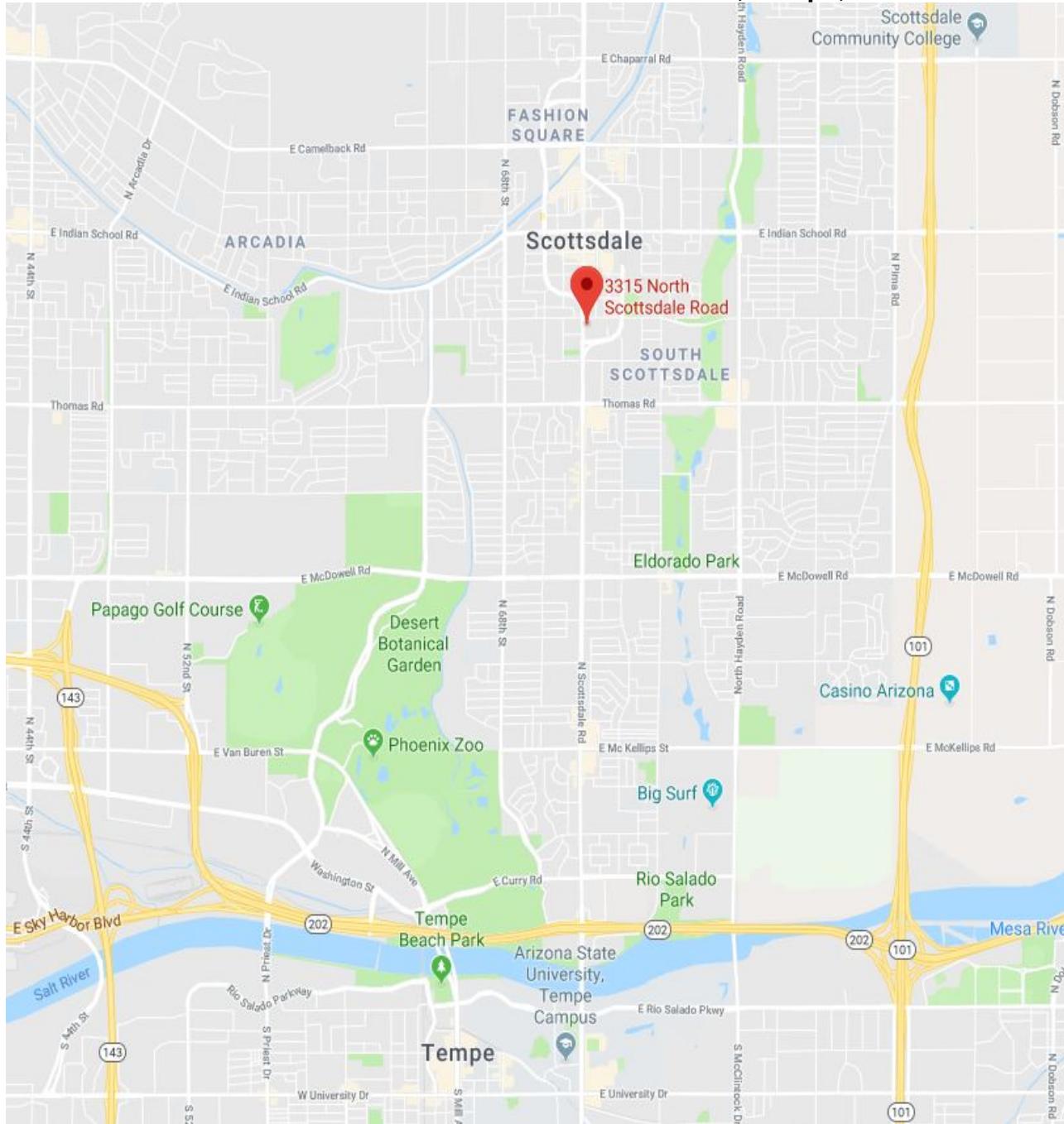
Harold (406)459 9184

--

Harold and Pam (Mann) Egginton 3.21

DCTRA Club Meeting Location:

Note: Regular business meets are held on the second Tuesday of each month.
At: ~~Denney's Restaurant~~ NOW Zoomed
~~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
18811 N. Ginger Dr. Sun City West, AZ 85375
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 #
_____	_____	_____
_____	_____	_____

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)



Licenses plate frame

Membership fee _____
Name tags @ \$6.00 each _____
Grille badges @ \$25.00 each _____
Lapel pins @ \$5.00 each _____
License plate frame @ \$15 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.vscoc.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