

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.



Detroit never built a compact like this

August 2014

Vol 35, Issue 8

<http://www.dctra.org>

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NEXT CLUB MEETING

Tuesday, August 12, 2014

BUSINESS MEETING

Starts @ 7:00 p.m.

DENNY'S RESTAURANT

650 N. Scottsdale Road, Tempe, AZ 85281

2014 CLUB OFFICERS

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jknuss@live.com

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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

On the Cover: A 1963 Triumph Sport 6 – also known in Europe as a Vitesse.

Prez Sez – August 2014

John Nuss

Hello everyone,

The Formula One commentators refer to end of the driving season as the “Silly Season,” when drivers, manufacturers, and teams are trying to get set up for the next racing season. Seems we have the same “Silly Season” but it is the primary campaign season when the liberals are trying to “out liberal” and the conservatives are trying to “out conservative” their competition. The good part is we can have a part in making the choice. It doesn't always go they way we would like, that's for sure, yet as some have said, we get what we deserve. So be sure to live up to your citizen responsibilities and vote. Having said that, let the meetings continue to be a safe haven from the day to day and let's enjoy our common interest our Triumphs.

Soon the weather will co-operate and the driving season begins. One Spitfire, Trevor, is in the shop in order to cure/ repair a scraping sound from the left rear area. Tilly is relaxing in the garage, and Hiram the Taxi has new hydraulic brake washers. At this time there are no DOT 5 puddles under the car.

Four members of DCTRA attended a Saturday SCCA autocross. Stu led the Triumph group, Gareth and Jeff did well and I took my place as the slowest car on the track. The important thing is no cars were injured and all drivers improved their times. We were reminded by several SCCA members that having a Vintage Class would be a fun way for us to set up a autocross series and may encourage other vintage car owners to participate. The next SCCA autocross is September 14 at the Firebird complex. This will give members experience for next month at Triumphest. It may be fair to say DCTRA is the dominant club in autocross, since over the years Kathy and I, Ken, Stu and Armand have quite a few plaques from that event.

Which is a segue to TRIUMPHEST. Several members have registration and reservations already. A September weekend in California. Sounds good to me.

Drive those Triumphs!

EDITOR'S DESK

Bev, Peterson submitted the article of the TRX Bullet several months ago. I've been holding that story until the proper time to use it.

The cover photo this month is a 1963 Triumph Sport 6. They were called a Vitesse in the UK and elsewhere around the world. I don't know why the difference. Back in the '60's and '70's they were neat cars for car for young families who wanted a "sports car" but still wanted to take their young offspring. Most of our members have kids who are grown and some have kids of their own. Our club is starting to attract a second or third generation. Young people who may want to bring their little ones with them. One of our classified advertisers has such a model for sale, listed in this issue. It's not a Sport 6, but a Herald; built on the Spitfire chassis with a Spitfire engine. From the photos that he submitted, it is a little car, but may need some deferred maintenance from a 10-year storage episode. Last month there was about a ½ dozen cars (5 Triumphs and 2 civilian cars) that made a breakfast run to Tortilla Flats for breakfast. I think the talk about the road being rough scared a lot of would be participants. The road is rugged in some places but not worse than some of our city streets. My 9-year-old grandson really enjoyed it. He got a little bored waiting for everyone to show up (did I tell you he's 9 yrs) but he really came alive once we got started. Laughed and "wow! "Awesome" the whole trip. He especially liked the green car. Green is his new favorite color.

I want to thank Betsy Kavash for accepting the position of DCTRA Club Secretary. She submitted the July meeting minutes. "...and did a wonderful job of it indeed, Ollie." We'll see you on the 12th at the meeting. You'll all be there won't you?

Look for the official flyer for Triumphest on pg. 9. A registration form may be found on their web site. It must be printed and mailed in. No online registration. My reg. # is 46.

George Montgomery, Editor

Calendar of Events

Matt Reynolds

DCTRA & British Auto Events 2014

Activities Chairman Matt Reynolds is off gallivanting in New York City and in California this month and did not have a report nor will he be at the meeting. Should any brave soul desire to organize a early morning breakfast run or other driving event do so and let us know via the DCTRA BB.

August 12th DCTRA Business Meeting
Sept 25-28th Triumphest 2014 – Santa Maria, CA
Oct 18-19th British Vintage Voyage



Minutes

DCTRA Triumph Club Meeting
July 8, 2014

Meeting called to Order at 7:12 PM at DENNY'S RESTAURANT, 670 N. Scottsdale Rd.
Tempe, AZ

Attendees: 32 attendees: **Jim Bauder, Ned Bailey**, Mike Blachut, Pete Bowen, Carl Butler, Marlene & Virgil Cole, Trudy Crable, Michael & Jackalyn Devine, Jeff Fairman, **Dave Freet**, Ron Gurnee, Granger Haugh, John & Beth Horton, Betsy Kavash, **Craig Kenyon, Armand LaCasse**, Deb & Stu Lasswell, Bob Mazer, Dave & Denine Mure', John and Kathy Nuss, Pete & Bev Peterson, John & Matt Reynolds, Marie Thompson, and **Wayne (Kiwi) Treloar**. Six (6) Triumphs were driven to the meeting by those above in **bold text**. Mike Blachut wrote on the attendance form "not tonight, but by August could be." Let's hope so! By the way, when you sign in next time, make a note of the model TR you drove and I will include it after your name.

Agenda

- Introductions – Visitors / New Members
- Secretary Report/Minutes from previous month
- Treasurer Report
- Membership Report
- Newsletter
- AAHC - Hobbyist Council Report
- Events Calendar
- Technical
- Old business
- New business
- Adjourn

INTRODUCTIONS

No visitors tonight, but we heard from two new members. Granger Haugh (joined tonight) and Jeff Fairman (joined last month) spoke of themselves and their interests.

MINUTES

A few copies of last month's meeting minutes were available on the tables tonight for review if you had not read them in the July newsletter. Armand motioned to approve, Ron seconded. Motion carried and the June Minutes were accepted as written. However, it was discovered the date was wrong and no attendees were listed. The corrections to the June 2014 Meeting Minutes are as follows.

Corrected the Date: From May 13, 2014, to June 10, 2014.

Added Attendees: Per the June sign-up sheet: John & Kathy Nuss, Bob Holt, Marlene & Virgil Cole, Jim Bauder (drove a TR), Betsy Kavash, George & Chris Durkin, Ron Gurnee (drove a TR), George Montgomery (drove a TR), Pete Thompson, Armand LaCasse, Marie Thompson, Stu & Deb Lasswell, Mark Sapp (drove a TR), Pete Bowen, Dave Freet (drove a TR), Ned Bailey, Ed May, Michael & Jackalyn Divine, Matt & John Reynolds, Wayne "Kiwi" & Patsy Treloar, Dave & Denine Mure', Ed & Peggy Jacobs, Al Elisco, and Gene Glen. **33** signed the roster in June, **5** members drove a TR. No other corrections were made to the June minutes.

TREASURER

John Reynolds reports he will pay one outstanding bill for name tags and that there are no more expenses at this time. He said 'we have money' and reported the total amounts in the DCTRA General Checking and Triumphest accounts." He also submitted a copy of the May 2014 and June 2014 bank statement to the DCTRA secretary as a matter of course for the record.

MEMBERSHIP

Bev Peterson reports we added two new members since last month and that there were a lot of members. An updated membership count will be provided next month. In May, the report was 94 memberships totaling 144 people. There was also a question as to how many Triumph cars does that number represent? If available, the total number of Triumph cars will also be reported.

NEWSLETTER

George Montgomery was unable to attend tonight. He always welcomes articles and pictures for the newsletter at anytime.

AAHC: (Arizona Automobile Hobbyist Council)

Joe Minnick reports nothing new and he will bring minutes and updates next time.

EVENTS

Matt Reynolds says it is too hot to drive so we will meet July 19th for breakfast "somewhere" and to look for an email notice for details. He also requested members submit ideas and suggestions for events to him. As an aside, the Triumphs are again going to be invited to participate in the Jaguar Autocross next year (as did some members earlier this year) even though we "trounced" them.

TECHNICAL

Armand LaCasse says no technical report and asked if anyone saw the stalled GT6 (his) outside under the 202 highway overpass? He'd still be stuck out there but Dave Mure' saw him, made a U-turn and towed him into the parking lot so they were only a little late for the meeting. He thanked Dave for being a Good Samaritan. Therefore, the "tech session" will be outside after the meeting to determine the problem. (Thought to be 'vapor lock, but reportedly only a loose wire and all is well).

John reported the saga of the gearshift lever domed washer continues. Still had to finesse it, but it works.

Ron brought in a sample for display said if anyone is thinking of buying a woven steel braided lines to go to Ted Schumacher at TSI who makes them himself (avoiding middleman to keep costs down) and sells them for \$79 rather than spend \$129 for a set of three at Moss. Ted also makes custom lines for the clutch (\$69). TSI is a good source for such items and more.

OLD BUSINESS

Search for Secretary - Conclusion. John sent the email to all DCTRA members explaining the need for a new secretary and requesting nominations to finish Jody' Kerr's term (previous secretary) as per the motion last month. John received questions and some interest in the position but only one came through for consideration (Betsy Kavash nominated by George Montgomery). After asking for any nominations from the floor and hearing none Betsy Kavash was voted in as DCTRA Secretary for the remainder of 2014. The new secretary reported she will not be at the August meeting and Kathy Nuss agreed to take the minutes at that time.

NEW BUSINESS

Kiwi presented his 1974 TR6 up for sale to the members (see advertisement in newsletter). It is also on Craig's List. It has new interior, Toyota 5-speed transmission, and many other features and is a great car. He asks \$21,500. Contact Kiwi for additional information or questions.

John Horton brought box of miscellaneous items and cleaning samples for the car free of charge for members to pick through and take home.

Base for Car Badge. Betsy asked Stitches Unlimited if they had anything to hold a car badge for display on a shelf in lieu of mounting it on the car. A wooden base with a slot on top to hold the badge was the result. A sample with badge was passed around. Price is TBD, but did not expect it to be more than a couple of dollars. The wooden base idea had interest by the members so Betsy will pursue the price and obtain a small quantity for next meeting. (Betsy personally made a one-time offer to anyone purchasing a car badge tonight (\$25) would have the base included with the purchase. Two members did so and Betsy will provide the base when available).

Other regalia: Ron sold two more license plates tonight and Betsy reminded the members that T-shirts were also available for sale (samples available for view). Additionally, Joe Minnick turned over the supply of DCTRA car badges to Betsy for keeping with the other regalia because Joe may be traveling too much to bring the badges to the meetings. Total of 86 badges.

Mike Blachut took an informal poll at the meeting and said approximately 10 members (so far) are going to Triumphest 2014.

Email received by John Nuss from members Chris and Anne Marie Hansel. Wanted us to know they are traveling around AZ too much to attend meetings. They are going to Triumphest and will have the 16 valve Dolomite at the show in CA in September and to please make sure Ron knows this. They also said they purchased another Stag to replace their green one.

Email by John from member Chuck Kerzan who (as of 7/7/14) has a reservation at the Radisson (Triumphest host hotel) and to call our email him if you are interested in taking over his reservation. Call John Nuss if cannot contact Chuck.

ADJOURN

With no other business John Horton moved to adjourn and the meeting ended at 7:28 PM.

Respectfully submitted, Betsy Kavash, Secretary

NEXT CLUB MEETING

Tuesday, July 8, 2014

BUSINESS MEETING

starts @ 7:00 p.m.

Come at 6:00 to eat and socialize.

August 2014 Membership Report:

NEW MEMBERS: Nothing new reported this month.

RENEWED:

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**

Pete or Bev Peterson

DCTRA Membership

PO Box 3126

Carefree, AZ 85377

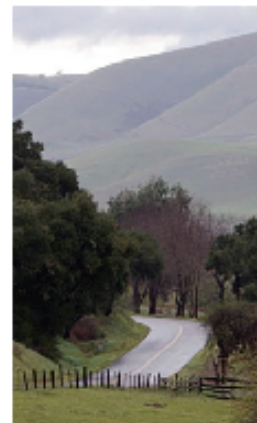
Application form on page 20:

SAVE THE DATE!

Thursday, Sept. 25, 2014 thru Sunday, Sept. 28, 2014

Triumphest 2014 will be held in Santa Maria, CA at the
Radisson Hotel, 3455 Airpark Dr., Santa Maria, CA 93455 – (805) 928-8000

TRIUMPHEST 2014



Santa Maria, CA

Celebrating **40** Years of the **TR7**

The Radisson Hotel is located minutes from the coast, and next to the public airport. Take a tour of world-class wineries or get a taste of the area's famous Santa Maria-style BBQ. There will be lots of room to enjoy the games, contests, rallies, competitions and all of the things that make Triumphest great.

Reservations on line:

www.Radisson.com.

(Use code TSHOW for room discount.)

Or, call to make your reservations:

805-928-8000

(Mention Triumphest for room discount)

All of the details are at: www.Triumphest2014.com

If you have questions, contact our Triumphest Chairpersons:

Paulette Caudill – 310-322-2546 – paulette.caudill@att.net

Jerie Keller – 714-826-7724 – slipryelm@sbcglobal.net

Latest update from Bo Shaw:

This is the August segment of a series of 16 articles written by DCTRA member Bo Shaw in 2012 about his experiences restoring his 1958 TR3A. Each month we publish an article so you can see what it's like to spend a year or more recording your progress on a major project's ups and downs and the final Triumphant result. The last article should be published by the October 2014 issue.

Latest update from Bo Shaw: TR3A Activity – August 2012

The new tonneau cover has not been fitted yet and remains on the list for next month (again). That is the only major item that remains to be done. The master cylinder for the clutch (rebuilt) and the new brake master cylinder were installed last month and have, so far, functioned without incident. The problem with the brake master cylinder not releasing was eventually traced to the fork that attaches the master cylinder rod to the pivot point at the top of the brake pedal. The fork was hanging up on the brake pedal pivot. This was corrected by adjusting master cylinder fork back about 0.25 inches. Oh well, both of the master cylinders appeared to be in need of a rebuild anyway. The coolant problem that caused the TR to miss last month's meeting turned out to be an air pocket in the block, and was induced when I changed out the water pump last month. A couple of engine runs, followed by adding coolant, served to fix the issue.

The TR has now completed 284.7 miles of the 500 shakedown miles that I would like to get done prior to Triumphfest. This morning, Friday, 10 August, I drove the TR for its long test run, which was around Lake Isabella to Kernville and back, about 130 miles. (We should really set up a club run soon. I'd forgotten how much fun it was to "carve thru the curves.") There were no issues noted, although I will be putting the car up on the lift again for an inspection. The TR should be at this month's car club meeting (knock on wood). I've included some pictures from this morning's shakedown run.

Editor's note:

Here is a recent (April 2014) photo of Bo's beautiful car. I had room to insert it here. The photo was submitted by Michael Blachut.





Photo 1: Top of Walker Pass



Photo 3: Overlooking Lake Isabella



Photo 2: Cane Brake Café (Currently Closed)



Photo 4: Shade!

Plan for Next Month: Install the tonneau cover. Check the steering tow-in, although the TR is steering just fine. Check head bolts for correct torque once 500 miles is complete and adjust valve clearance, if required. The old side curtains have been shipped off to The Roadster Factory to be rebuilt. Continue the shakedown/sorting process prior to attending Triumphfest 2012 in Flagstaff, AZ, at the end of September. (Hopefully, the new side curtains will be back in time.)

What is it?

THE TRX 'BULLET' TRIUMPH ROADSTER

This story submitted by Bev Peterson

The last Triumph Roadster left the Standard factory at Canley on September 19, 1949. A successor was considered, and two prototypes built, of this Austin Atlantic type tourer based on the Standard Vanguard chassis and drive train. It was designed to be as unfussy as possible to accentuate its smooth aerodynamic shape and was packed with expensive electrically operated luxuries such as a power hood, electric windows and concealed headlamps.

Here are [a couple of large black & white photos taken outside the Canley factory in the fifties:](#)



The double skinned alloy body concealed some innovative features including four-wheel jacking, a bonnet that hinged from either side or could be taken off entirely (as is the case in the Bristol 401), and flashing indicators. Despite enthusiastic noises, the car was dropped in favour of a small sports model, which was considered a better bet for overseas sales. You may have heard of it ...**the TR2!** At the end of this expensive exercise there existed two registered TRX tourers, HKV 20 and KHP 712, and a shell that was never completed. The two registered cars were owned by the late

John Ward, who restored KHP 712 to the superb condition you see in the photographs below, taken at the Triumph Roadster Club's Annual Concours in the early seventies at the Eathorpe Park Hotel. The other car is complete but in a sorry state, but its present owner in Germany intends to restore it to its former glory.



These rear views were photographed at the June 2000 Concours meeting.

Editor's note: A photo of this car was published on the cover of the July issue of the Triumph TRumpeter, as the What is it? Marlene Cole sent the closest guess submitted as a "early '50's Triumph prototype. She win the free copy of this newsletter. Congratulations Marlene! What? You get the newsletter free already? What can I say, I'm cheap and our DCTRA Treasure won't give me a budget for prizes.

Humor Break

Q: What are the two questions you hear most from the passenger in your Triumph?

A: 1. Is it HOT in here?

2. Do you smell gas?

Courtesy of- Sir Drives-A-lot

Tonneau with a Twist

Submitted by Craig Kenyon

Arizona driving, not much need for the convertible top, ever. That and that my top was ripping around a couple of the snaps, meant I was going to leave it down for a couple years. However, a stowed top is ugly and a nice boot cover dresses the car up so nice. What then do you do when you park? The sun bakes the interior and prying eyes are a concern. And in the winter, it can be quite cool. Ah, a tonneau then. I have had two different tonneaus and had to repair both of them several times each. They ripped behind the seats from the flapping of the right side, they took up all the room behind the seats when open, and they left the forward part of the stowed top uncovered when stuffed behind the seat. Did I say that I think the stowed top was ugly? Even the front part? And that stowage behind the seat thing, it blocks my 6x9 speakers! Gotta have tunes when cruisin 'roun the town. Hmmm, nothing on the market fit the bill. I liked the look of a boot cover, I didn't want to block the speakers when driving, I wanted the flapping reduced to a minimum, and I wanted to be able to cover the interior with ease. I decide to make my own design. As Clarkson and company would say "How hard could it be?"

Working with vinyl is probably the most frustrating thing, ever. It's slippery, greasy, hard to bend, and you need an industrial walking foot sewing machine! Fortunately, a friend of mine actually has one and TechShop Chandler has one too. Blindly going off into the great unknown, I bought supplies from Tempe Sales and commenced. Here is the final product. Looks pretty good from 6 feet away and it met all my criteria. Any closer and you can see it was sewn by a drunken monkey.



Picture 1



Picture 2

All up, covers everything and good enough to wash the car.

Ready for driving alone. The driver's covers stows in the trunk and zips in an out with a waterproof coat zipper. The stowed top is neatly covered alongside the drivers seat. The two forward panels (drivers and passengers) have stiffener panels made from aluminum sheet slipped into pockets to give them rigidity. The passenger side has a tension strap pulling it down against the panel shape to reduce the flapping up and down on the freeway. Additionally, it hooks onto both lift a dot snaps in the middle of the dashboard top. The other tonneaus would pull on the passenger side and rotate the snaps akimbo. Very annoying.



Picture 3



Picture 4

Ready for a passenger. The passenger's side stows in the trunk. I have the nice look of a boot cover, the convertible top is pulled up and stowed away neatly underneath, the package shelf is free and clear for booming bass from the 6x9's, and it fits well around the driver's seat. The section behind the seat is very rigid as you can see.



Picture 5



Picture 6

The boot cover portion does stow in the trunk but has to be separated into two pieces. There is the vinyl portion (which does have a 2 foot long rigid rod in it) and a wooden portion that will just fit in the trunk. So, all up, I used 5 different kinds of snaps, rigid aluminum rod, aluminum sheet metal, various blocks of oak, some oak plywood, nylon strap, Velcro, foam padding, muslin, coat zipper, vinyl edging and vinyl tonneau material.

"Vicissitudes in Vinyl" A 3 Act Comedy of errors

"Oh No Tawn Oh" Ready to Wash.

"Solo Piloto" No flapping at speed. supporting role: V. Porter

"Basso Profundo 6X9" Free and clear music. supporting role: Full Growler

Cast: Snap Family (Screw in, Carpet, Male, Female, Lift a Dot), Mr. Hook and Mrs. Loop Velcro, Zip Her, Oaken Blocks, and his cousin, Oaken Plywood, Latta Foam, Muz Lin, the Minum family (Al U Rod and Al U Sheet), Venal Vinyl, Edge Vinyl, and Three Ed.

A Drunken Monkey Production

Famous Triumph Owners

Actor **Nicolas Cage**'s first car was a Spitfire. See [photo](#)



"I had a Triumph Spitfire," says Cage, 36. "It was a beautiful little roadster in a faded yellow. But it also needed a lot of work. I couldn't get it registered, so I would sit in my car in the garage and pretend I was driving to the beach with the sun in my face. But the only light was this tiny bulb overhead," Although he finally got the car registered, Cage eventually gave up his wheels. "I found out this car was going to break down every single week," he says. But persistence triumphed in the end. "I found that car again a year ago and I bought it," he says. "I wanted it to know that it didn't get the best of me"

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

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: TR7 Spyder and parts and ~~Rover V8 motor & 5speed~~ (engine sold)
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]

CLASSIFIED ADS-Cont:

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: TRIUMPH TR6 J TYPE TRANSMISSION - \$2100 (north phoenix)

INCLUDES:

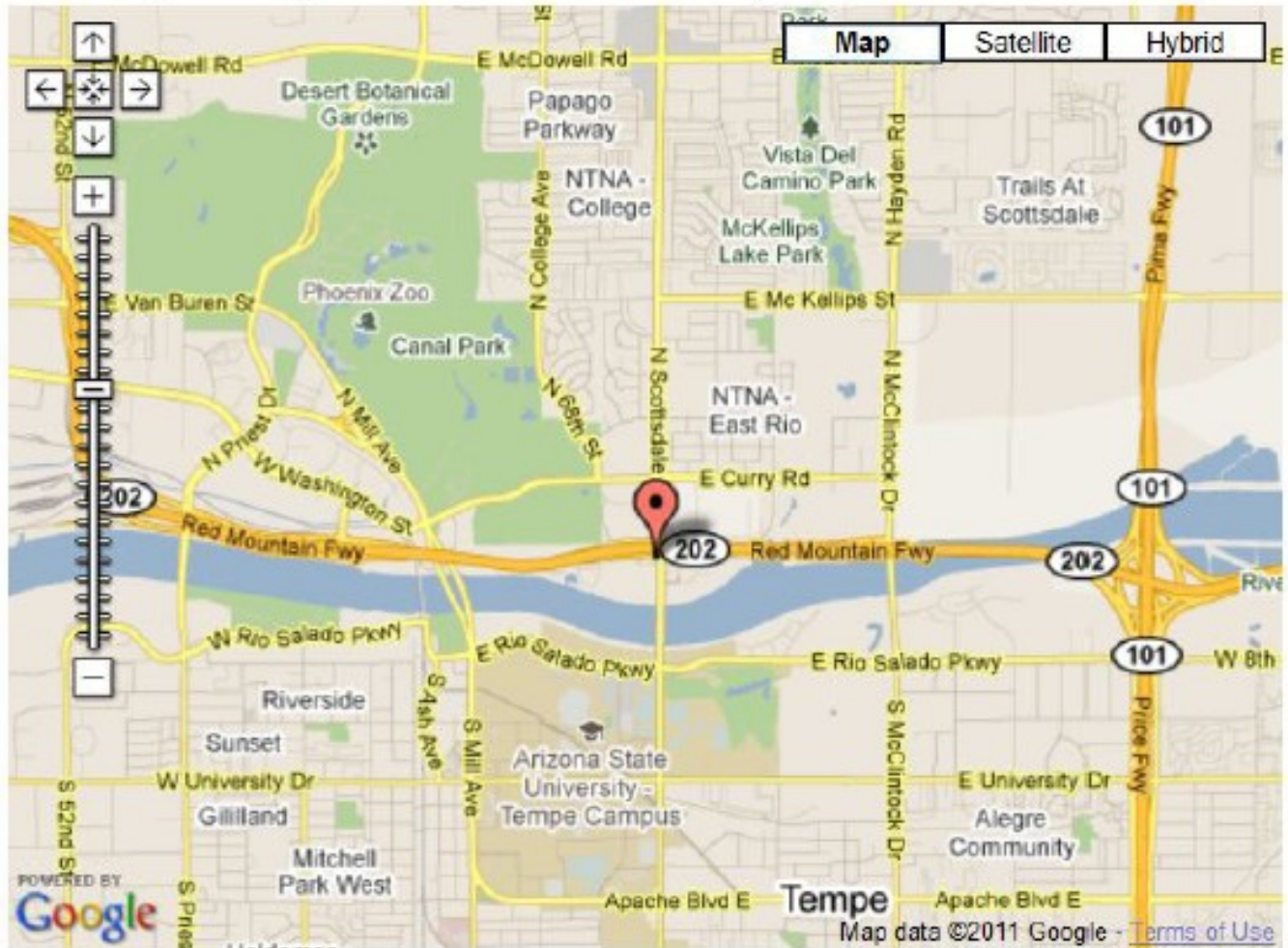
- J Type Overdrive Conversion Kit
- LUK Clutch and Pressure Plate
- Gunst Throw Out Bearing
- Aluminum Fly Wheel (needs machining)
- Column Switch and Escution
- Speedo Angle Drive
- Trans is rebuilt with 0 miles
- Syncros and Bearings and Gaskets
- Counter Shaft and First and Third Gears Case #CC1240 30

(TRANSMISSION ONLY, SELLS FROM QUANTUM MECHANICS FOR \$2375.00)

PLEASE CALL 602-569-4889 ASK FOR PATRICK

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



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
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