

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE – TRIUMPH REGISTER OF AMERICA

Founded: 1980



Triumph Register of America

◀ Back



Do you know the way San Diego?

August 2016

Vol 37, Issue 8

<http://www.dctra.org>

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NEXT CLUB MEETING

Tuesday, August 9, 2016

BUSINESS MEETING

Starts @ 7:00 p.m.

DENNEY'S RESTAURANT

650 Scottsdale Road; Tempe, 85281

2016 CLUB OFFICERS

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Stu Lasswell
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Kathy Nuss
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2016 Appointees

AAHC Reps

Vacant (East side meetings)

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John Horton **(West side meetings)**

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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

Prez Sez – August 2016

Stu Lasswell, President

I was on vacation when the usual deadline for the newsletter came (and went), so I just sent George a few pictures of Triumphs and a brief message sent over my not-real-stupid phone. Turns out the pictures went through, but not the verbal email (go figure). I was going to let it go as that, but with George going on vacation and the newsletter being delayed, I guess I really should complete the rather menial task of writing my usual column. Actually, it's probably the hardest part of being president... but that probably says more about me than the job!

I was actually going to start out by saying that, now that it's August, we're through the worst of summer and practically into fall, but then I realized that was just because I just returned from a few weeks in the Northwest, returning along the Oregon/Northern California coast (HWY 101!) and have been enjoying weather in the 60-75-degree range! We won't be seeing that here for a few months yet I suppose. I actually delayed my departure on this vacation trip so as to have my time in the Seattle area coincide with the big All British Field Meet held in that area each summer. Hopefully some of the pictures I took with my phone are in this newsletter somewhere.

Hey, it's less than a month away from our region's big Triumph gathering, Triumphest!!! Here's our chance to get out and enjoy driving and showing off our cars in the beautiful Southern California weather... at least after we drive clear of the brutal Arizona weather usually experienced in early September. Member Jeff Fairman asked me to find out when people were planning on heading over to Ventura, as no doubt we have varying opinions on when and how to go to beat the heat, or sun in the eyes, or L.A. traffic, whichever you fear or despise most. Let's get some of those plans out on the internet so maybe others can meet up with you to convoy... after all, there is safety (and spare parts) in numbers!

Other than planning for cooler weather, August doesn't provide much incentive to enjoy our Triumphs, but if you are planning on doing some work on your car and would like some assistance, company, or just commiseration, put the word out to your fellow members... you never know, someone may be out there just waiting to lend a hand. See you at the next Club event!

Stu Lasswell

EDITOR'S DESK

George M Montgomery, Editor

I flew to Atlanta, GA on the 31st of July and could not get the August TRiumph TRumpeter published before I left. I took my laptop with me but neglected to have all the files necessary to put the N/L together. I just returned late Tuesday evening and started compiling the articles and photos Wednesday morning. It seems odd to be publishing the August N/L after the August meeting. Thank you for your patience.

I had a nice time with my daughter and her family in their new house. My three grandkids started their school this week so I got to attend their orientations last week. Wow, they grow fast. My granddaughter starts high school this year and the "baby" starts his first grade.

I took my camera everywhere I went while in Atlanta to take a photo should I spot a Triumph at any time. Would have made a great cover shot. I know there are a lot of Triumphs in Atlanta as well as Georgia, but I did not see a one. Was the VTR national or the TRF Summer Party going on at that time?

I'm sorry that I missed the August meeting, my return flight arrived late but in returning that late I saved \$100 on the airfare. Sounded like a good deal to me until I realized that I would have to miss the meeting. Probably would have taken it any way, though. I like to meet with you folks but \$100 is money.

I'll see you at the September meeting.

-
George

August 2016 Membership Report:

We have had no new members this month. Still looking for contact information from the Flores. If anyone knows them or can contact them, please have them give me a call @602-881-1860. Our current memberships stand at 102 with a total of 159 members with the Flores. We still seem to be having issues with spam blocks. One of our members has the following recommendations:

Since every email system is different or has different spam rules/filters there's probably not a universal cure. A couple of ideas:

1. Tell people to add your email address to their contacts which might put you on the "ok" list for attachments.
2. Separate the messages into 2 pieces. Make the first one a plain email with no attachments saying you're sending something and to check their spam folders if they don't see it right away.
3. If you have a secured area of the website, you can send them there to get info vs. sending it via email. Have to be a little careful with that one to make sure it's secure since it has personal info on the membership list.

For membership information, contact: Dave Freet at 480-706-4943 (home) or 602-881-1860 (cell) or email: fxstsaz99@cox.net

David Freet
DCTRA Membership Chairperson
599 South Terrace Road
Chandler, AZ 85226

Application form on page 18



Minutes

Desert Centre Triumph Register of America July 2016 DCTRA Meeting Minutes

The July 2016 meeting of the Desert Center Triumph Register of America was called to order by the president, Stu Lasswell (TR3) at 7:00 pm at the Denny's Restaurant, Scottsdale Road and Loop 202.

Present were: Clebe Best, Michael Blachut, Pete Bowen, Philip Couture, Mark Crashell, Paul Dorman, Jeffrey Fairman, Dave Freet, Ronald Gurnee, Donald House, TR3 Craig Kenyon, Charles "Chuck" Kerzan, Armand LaCasse, GT6, Stuart Lasswell, TR3, August Lopez, Marvin Miller, TR6, George Montgomery, Gareth Parry-Jones, Mark Peters & Yi-Wen Chan, Pete Peterson, John & Matt Reynolds, TR6, Pamela Rineholt, Bo Shaw, Mike Brassfield.

Guests present were: Bev Freet, Mary, a friend of Chuck Kerzan. No new members present. Don House brought his newly restored TR3 from Prescott Valley.

The minutes of the June meeting were approved as printed in the newsletter.

Treasurer's Report: Kathy Nuss was out of town, so there was no report.

Membership Report: Dave Freet reported that there are four new members since last month, plus one renewal tonight, bringing us to 102 memberships and 159 members.

Newsletter: George Montgomery was told by a DCTRA member that the Union Jack in the photo of his TR6 in the last newsletter was upside down. It is and it isn't, according to his research. It is dependent on which side the "mast" is.

Activities: Triumphest 2016 will be in Ventura, California the first weekend in September; Sedona Airport, September 17th; Special Cars ... Sun, Prescott; Tatum Ranch, October 15th, \$15 & food; Brighton Car Rally; possible Dyno Day, \$50; All Triumph Drive Inn, Vancouver Island; All British Field Meet, Seattle; VTR, October 3rd – 8th.

Triumphest 2017: More volunteers are still needed for planning and carrying out the event.

Old/New Business: None was discussed.

Tech Talk: Craig talked about the alternator bracket from a TR6. There is a design program that will draw parts: Fusion 360. He wants to make an aluminum one. It can be printed online (shapeways.com).

The meeting was adjourned.

Respectfully submitted,
Pamela Rineholt, Secretary

The All British Field Meet, Seattle, WA

Story and photos by Stu Lasswell

While not the biggest British car meet in the Northwest (I believe the Portland show trumps it) the All British Field Meet in Seattle, does get a lot of cars out there, and it's held in a very nice park "on the green" naturally. I suspect there were about 400 cars there, with a very respectable collection of Triumphs in attendance. Hopefully some of the pictures I took with my phone are in this newsletter somewhere. As to unusual Triumphs, there was both an 1800 Roadster as well as a beautiful Italia coupe. It's hard to believe a car such as that came about when the TR3 it's built from looks the way it does. Of course there were rows and rows of TR6s and Spitfires, and even quite a few TR250s. Not a lot of "sidescreen" TRs, but there was one '57 TR3 resplendent in its original Apple Green paint, albeit with steel wheels and missing its grill. Still, it was neat (for me) to see another car in "my" color! I had hoped to see more vintage motorcycles there, but there were only a few, and all were Triumphs! Still, it was a great day, and I enjoyed hanging out with my son and talking British cars with a field of like-minded souls...



Itilia (Itilian body on a TR3 chassis



The line up



The display field on grass!



Another Apple Green TR3

The All British Field Meet, Seattle, WA: cont.



British bike and a Triumph 1800 Roadster



A Mini Marcos

The Peterson's 3rd of July Fireworks Party

Photo by Armand LaCasse

Pete and Bev Peterson hosted a spectacular party again at their home in Cave Creek. There is a fireworks display held by Harold's Saloon, Cave Creek which is just over a hill about 300 yards behind their house. There was approximately a dozen or so DCTRA members that attended the pot luck and hot dog dinner. I (editor) neglected to take my camera but Armand didn't. I got one photo from him. Thanks Armand, Pete and Bev.



Meet Our Members

Our DCTRA Member!

by Bill Graham

August 2016

My name is Bill Graham. I have lived in Arizona for 52 years. I came to the world of "little British cars" from the opposite side of the spectrum. You might say opposite side of the globe. In high school, and well into my thirties, I was heavy into American muscle cars. I have owned nearly all of the very best, including Hemis and big block Shelbys. I felt that if it didn't have a big block engine, it wasn't worth having. The thing about these cars that interested me the most was the mechanical part. Of course they were fast, but I loved working on them and learning how each one had similar performance yet was mechanically so different. I preferred to find a car that needed some mechanical repair over one that was done. After I had learned all about a particular car and the project was nearing completion, my eye would start to wander to the next project. I always wanted something to challenge me, something mechanically different to learn about.

I always knew about Sports cars of all types. I loved to read Sports Car Graphic and Road & Track, but I never had much exposure to them. Like most people, the E-type Jaguar was always on my bucket list. One day an E-type project came along. It was a powder blue 1967 2 seat coupe. It had been sitting outside a body shop next door to the MG shop in the river bottom off Scottsdale rd. for quite a long time. I had passed by it many times and thought I should inquire about it. One day as I was going by, I noticed the body shop was packing everything up. I pulled in and was told the Jag owner had given the wrong color code for the paint job (it was supposed to be Light opalescent blue metallic) and he had refused to pick up the car until it was repainted. I was told



by the shop owner they were going to take the car unless the owner paid the bill. Now I wasn't really ready to be buying another car, but I was almost done with my 1970 Buick GS 455 convertible and thought the Jag owner needed to be told he is about to lose his car, so I should at least make a call. I obtained the name and number of the Jag owner from the shop and told him what was about to happen. He offered to sell me the car for \$4500. I told him I didn't have that much money so he said "just pay the bill and get the car out of there and then I could give him the remainder when I could get it". This sounded too good to be true and I implied that I was worried he might just take the car after I paid the bill to which he told me he would sign it over and take an IOU for the rest. How could I say no? So I paid the bill and took it home. The body and paint were amazing, perfect gaps and no sign of any rust. It needed all of the usual British car mechanical stuff including a valve job, but it was all new to me and I loved it.

Not too long after I got it completed, finances were forcing me to sell it. I mentioned this to Tim Rose, a radio DJ and British car repair shop owner. Tim told a man about my car that worked at the Jaguar styling studio in England. This man had come into his shop inquiring about a car like mine. A deal was struck for \$18000. and my pretty Jag was on its way back to England.

Meet Our Members: cont.

At this time British cars were starting to sell for crazy prices and I had become fascinated with the curvy styling of Austin Healeys and MGAs. I didn't know anything about them but with the money left after paying my bills, I bought a Healey 100 and an MGA.



A curvy MGA

A new world of cars and challenges had opened up for me. During these years, I found and sold many, many British cars. One time I found 3 XK140s, two coupes and one drophead that had been sitting in a backyard for years.

My first triumph was a powder blue TR4. I got a lead from a friend about a guy that had a Triumph in a shed. By this time, the market for British cars had started to collapse. The car was only \$1000. How could I go wrong? After doing a valve job and renewing all of the hydraulic and fuel systems, I lost \$500.00. The experience wasn't wasted though. I learned about Stromberg carbs and the importance of boiling the varnish out of old gas tanks. But the most important thing I learned was don't use carb cleaner and a torch to free-up a stuck cylinder head. My family still laughs about my singed hair, moustache and eyebrows. I also had been impressed with how well engineered the Triumph is. Everything is accessible compared to the Healeys and MGAs. For someone like me that loves to tinker with cars, that was important. I also found the larger 2.1-liter engine and non-Siamese cylinder head to be a big improvement.

Jumping ahead many years, I again got the bug to buy another TR4. It's kind of like malaria. You can treat the symptoms but you

never get over it! I felt it would be the perfect vehicle for use in all kinds of motor competition, like rally's and slaloms and road trips. I began looking for a good project and soon found one in Flagstaff. The owner had spent a lot of time and money trying to make it a nice driver. The engine was rebuilt and the hydraulics were all fresh and he had replaced the only rust which was in the floors. He just couldn't get it to run properly. I believed that it was just what I was looking for. The main problem as I saw it was the paint. We have all heard of cars painted with a rattle can or even a brush. It looked like this car was painted with a RAG! No kidding, and I later found out the floors were not welded in correctly. I spent a lot of money and many enjoyable hours making it run great, but I wanted a better car to make my "keeper".

I joined DCTRA because I wanted to be a part of an organization of people with similar interests in the Triumph Marque, people that enjoy driving their cars and like to work on them too. I sold that rough TR4 with the intent to get a better one, but I will always treasure the memory of driving it in a slalom out at Firebird Raceway with our club President Stu Lasswell.



"Watch that cone"

He showed me the ropes and even rode with me to hold my shifter from jumping out of gear. I'm sure I scared him to death with my beginner's style and lack of finesse. I will always be grateful to Stu.

Meet Our Members: cont.

I have a new TR4A now and it is going to be really sweet! It is royal blue. It has never been hit and has no rust. It was completely disassembled and stored in a garage for nearly 40 years. I've stalked this car for several years before the owner agreed to part with it. I can't wait to get it together and join in the club events. It bothers me to watch all of the things like the meet in Ventura go by and I'm not a part of it. Once my car is done I plan to participate much more and hope to get to know you all better.

Bill Graham



Soon to be royal blue

SCCA Autocross for August

(Editor's Note: I did not get an autocross report this month. Stu was out of town and I think their activities may be suspended for the remainder of the summer.)

It's truly fun and gratifying to go out and use a sports car as it was meant to be used.... in SPORT! If you would like to attend, whether to participate or just see what goes on (and ride along) you can contact me (Stu Lasswell) at (480)577-2685) or at debnstu2@yahoo.com. More event info can be found at azsolo.com. Registration at: mindthecones.com.

Stu Lasswell

TRIUMPHEST-2017

Flagstaff Arizona September 21st to 24th



Triumphest-2017 committee contacts

Kathy & John Nuss	jknuss@live.com
Bo Shaw	boshaw@live.com
George Montgomery	georgemonty32@gmail.com
Mike Blachut	mblachut@yahoo.com

Triumphest-2017 Committees

- | | |
|------------------------------------|---|
| 1. Autocross: | Jeff Fairman |
| 2. Funcours: | Armand LaCasse, Pete Peterson, Bob Mazer |
| 3. Hotel Liaison: | Bo Shaw |
| 4. Registration: | Kathy Nuss |
| 5. Program & Brochure: | Mike Blachut, Pam Rineholt |
| 6. Vendors: | Mike Dolimpio (602) 265-8026 deltams1977@gmail.com |
| 7. Hospitality: | Peggy Jacobs & Denine Mure' |
| 8. Thursday Night Dinner Cruise: | John Reynolds |
| 9. Scenic Drives: | Pam Rineholt |
| 10. Funkhana: | |
| 11. Walking rally: | George Montgomery |
| 12. Photo, model & craft contests: | |
| 13. Driving Rally: | |
| 14. Ads & Goodie Bags: | |
| 15. Banquet & Awards: | |
| 16. Raffle: | |
| 17. Regalia: | |
| 18. Ads & Goodie Bags: | |
| 19. Walking rally: | |
| 20. Photo, model & craft contests: | |
| 21. Driving Rally: | |

Spaces that are blank are opportunities to select an area that you wish to volunteer and help our club put together the best Triumphest ever, great way to interact with other club members and learn. Print this page, write your name in the area that you would most like to participate and send it to Mike Blachut or Bo Shaw.

TRIUMPHEST-2017

Flagstaff Arizona September 21st to 24th



Triumphest-2017 committee contacts

Kathy & John Nuss
Bo Shaw
George Montgomery
Mike Blachut

jknuss@live.com
boshaw@live.com
georgemonty32@gmail.com
mblachut@yahoo.com

A letter to DCTRA club members, from your Triumphest-2017 Committee:

Our club members have enjoyed the past 3 years attending Triumphests hosted by other clubs and in 39 days many of us will attend another Triumphest at the Marriot Hotel in Ventura Beach California hosted by the Triumph Register of Southern California, September 8th thru 11th.

Triumphests provide us the thrill and memory of driving our cars to a destination just like the “old days”. When we get to the Triumphest we will enjoy the many events, the ‘Funcours’ car judging, Autocross timed racing, Funkhana and the awards banquet. As well as the great opportunity to meet with old friends, see what others have done with their cars, talk first-hand with the ‘Roadster Factory’ and ‘Moss Motors’ our major parts suppliers and schmooze with all the people in the west-coast Triumph world.

In one year it will be our turn, our club will put together and host a great Triumph-Festival in Flagstaff during September 2017. Putting together a Triumphest is a monumental task and will require the help of practically every active DCTRA club member. A number of people have volunteered to work on some very important activity committees, but there are a few more activity committees that will need people to volunteer.

Right now would be a good time to express your interest and fill an open position. The reason now is a good time is... because in 39 days the Ventura Triumphest will provide a first-hand experience of how to do your job. You will be able to ask people at the Ventura Triumphest questions and get their email address for future advice.

Our Triumphest will be in full swing in a short one year and 52 days from now. All the work will have to be completed before that time, please contact a member of your Triumphest-2017 steering committee and ask what you can do. Together we can make it a success

Thank you for your support.

CLASSIFIED ADS:

FOR SALE: TR6



This car was restored by British Car Service prior to being purchased by the current owner in 2004. After purchase, boot liners, interior

carpets, seat upholstery, convertible top, wood instrument panel, belts and hoses were replaced, and the car was painted, among other things. Subsequently, work has been done on wiring, odometer has been replaced, etc. Included are a hardtop,

Lucas battery, tools, grille badges, and other regalia. - It won a Gold trophy at Triumphest 2004, Lake Tahoe, Nevada. It won First Place for Triumph TR6 at Wheels of Britain 2005, Phoenix, Arizona. Letter of valuation set value at \$17,000 in 2004. Asking \$20,000 within DCTRA (non- DCTRA: \$22,500). Contact Pam at pueblodesign@gmail.com for more photos, questions, etc.

FOR SALE:

Gene Walentiny of Glendale, AZ has 3 TR-7s for sale; 2 coupes and 1 roadster.
623-931-9159 or 623-247-0355

FOR SALE:

I have a **spitfire racing head** - don't know how much has been skimmed off of it but it's ready to go completely rebuilt. Also a Weber 40 carb and a Vitesse 10.5 gal. gas tank. (Spitfire holds 7.8 gal.) I want \$50 each on these.

Thanks. John Lindly
lindly1907@gmail.com

CLASSIFIED ADS: continued

FOR FREE:

I need to make room in my shed. Free for the taking, rear differentials (2), TRF high rate spring set (all 4), water pump and housing (2), fan extension, yellow fan (brand new), flywheel, left trailing arm, set of half shafts, tube shock conversion mounts, radiator, and fuel tank.

Craig Kenyon
480.706.4644

FOR SALE:

This is a 1973 TR6 with factory overdrive and factory hardtop, original tonneau, boot and tools (new OEM jack and handle). Everything works, it's been my daily driver for a year and a half. Everything is in good condition and I have tons of spares including water pump, fuel pump, digital voltage stabilizer and so on from belts, bearing, seals to oil filters and points. I've added a Pertronix ignition and Flamethrower coil, spin on oil adapter and foam air cleaners but still have original equipment in good shape. Original mileage is 99,300 (the car was stored for 22 years). Drivetrain refurbish and full repaint at 90,000. This car has always been garaged and a Southwestern car, no rust at all. The previous owner tells me it has won car shows...I know it's a nice clean Triumph. I also have tons of documentation.... original window sticker and glovebox/drivers manual, parts invoices since about 1992. \$18,500 firm. It will go in Hemmings or BAT in a couple weeks.



I'm in Sedona if anyone wants to take a look. I have about 70 photos for those who are seriously interested.

Cheers, John
135krpm@q.com

CLASSIFIED ADS: continued

FOR SALE:

Stock of TR6 parts and a burned 1974 TR6 body. John Maslak. 602-320-6088

FOR SALE:

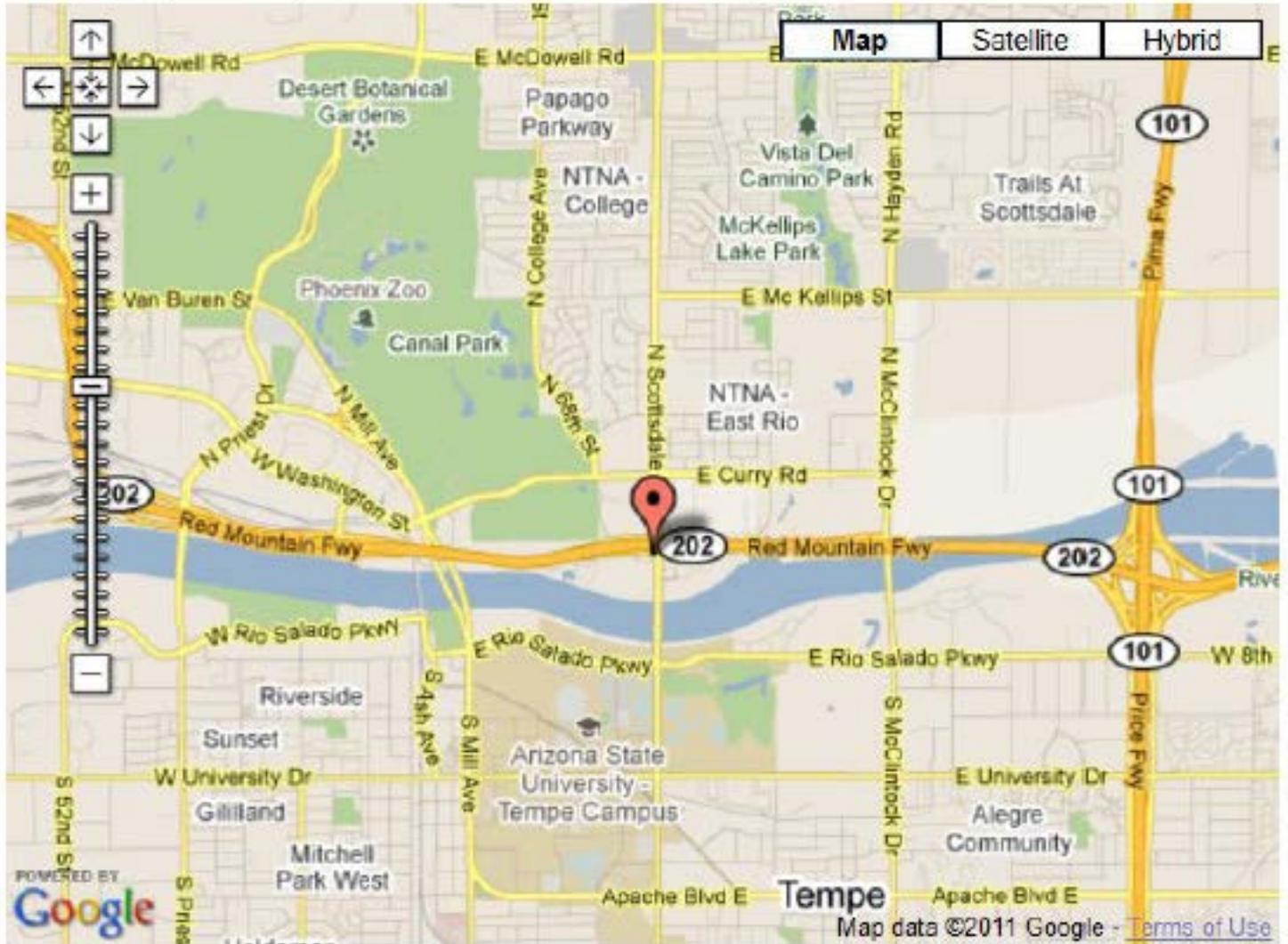
1965 TRIUMPH TR4. Red with white top & red interior. Body and paint in very good condition. Engine and mechanicals are solid and in very good condition. Original 2138 c.c. engine with two SU side-draft carbs & 4 speed trans. Engine recently serviced, tuned and new timing chain. New top and tires. Wire wheels recently refinished, wood dash recently refinished. Has chrome luggage rack. Runs and drives great. All original except for seats. Interior is a little faded and worn. I've owned car for 16 yrs. In AZ until 2012. Odometer shows 32,040, I believe it has turned over once. A great car to drive and enjoy or easy to turn into a show car or vintage racer. I have over \$20,000 invested not including my labor. I have a complete history since purchase available upon request. I have decided to sell and it is one of the best TR4s available anywhere near this price. Asking \$15,250.



Car is in San Diego, CA Michael Sparkman, owner 602-750-5207. (Former DCTRA member)

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 correct amount of dues to:

DCTRA
Dave Freet, Membership Chairperson
599 South Terrace Road Chandler, AZ 85226
Phone: 480-706-4943 MSG Email: fxstsz99@cox.net

NEW MEMBER:

RENEWING MEMBER:

MEMBER INFO (please print):

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

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): _____

PLEASE NOTE:

If you are joining DCTRA for the first time (not renewing your existing membership), dues are \$18.00 if joining between January 1 and September 30 if after September 30 the cost is \$23.00 which takes you December 31 of following year (15 months), so that everyone's dues become payable on January 1st each year. If you want to take advantage of the multiple-year discount, add \$34 or \$50 to your first year's tiered fees.

Regalia

We have grill badges for \$25.00 each and lapel pins for \$5.00 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.texastriumphregister.org
Delta Motorsports	www.deltamotorsports.com
C.A.R.S of Phoenix	www.englishbawbsclassics.com