

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE – TRIUMPH REGISTER OF
AMERICA

Founded: 1980



Triumph Register of America

◀ Back



L'i'l Girl

January 2021
Vol 41, Issue 1
<http://www.dctra.org>

Copyrighted by DCTRA January 2021

NEXT CLUB MEETING

January 12, 2021

→ **Meeting To Be Zoomed** ←

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

Denney's Restaurant

3315 Scottsdale Road; Tempe, AZ

2021 CLUB OFFICERS

President

John Heisser
623-363-3616
johnheisser@cox.net

Secretary

Mary White
518-265-3844
spook2488@yahoo.com

VP & Events

John Nuss
602-989-0363
jknuss@live.com

Treasurer

Armand LaCasse
602-904-1037
big.blue.truck@live.com

2021 Appointees

Historian

Armand LaCasse
602-904-1037
big.blue.truck@live.com

Tech Advisors

Armand LaCasse
602-904-1037
big.blue.truck@live.com

Roy Stoney
602-231-0706
royston469@msn.com

Membership

Marvin Miller
602-380-5564
Miller2993@cox.net

Webmaster

Dave Riddle
480-610-8234
dave@microworks.net

Newsletter Editor

George M Montgomery
480-295-9317
georgemonty32@gmail.com

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: Bob Holt's TR3 being restored

Prez Sez – January 2021

John Heisser, President

Recently I received a text and some photos from John Carrol, for the members that don't know John he became a member a few years ago and is the current owner of KOOL TR6, the car I owned for 11 years. The text was about the recent repairs and upgrades he has made to this car recently with a lot of help from Craig Kenyon and John Reynolds. He replaced the main wiring harness, install new switches, lamps, installed a beautiful new instrument panel and wood steering wheel. I can't wait to see the car in real time. The history of this car as I know it, the restoration was completed sometime in 2004 or 2005, then sold to the person I purchased it from. That owner installed modern tube shocks, an engine oil cooler, a higher capacity radiator, aluminum flywheel, a black top and funky, way too loud, Magnaflow mufflers. I purchased the car in September 2007, I changed the complete exhaust system, installed a better starter, 5 speed conversion, upgraded drive shaft rebuilt and upgraded the brake system, installed a spindle kit, adjustable camber compensators, I still had mental list of improvements I wanted to make when I sold it. Thinking about these cars and this hobby we all enjoy brought to mind two ideas expressed by other automobile enthuses. First, we really do not own these cars but are the current caretakers, second that they are never truly finished that there will always be something that we want to do to take it to that next level. Also, I have said this before this is a great club to belong to, all the members are such a great resource, all are willing to share their knowledge, skills and time to help other members we are all just a general email away.

On December 19th three of us met from "Christmas Cars & Coffee" I won't say much about since Mike Blachut said he would write an article about it. However, what I like about these gatherings is the reaction you get from people passing by. They take photos, ask questions, tell stories, and are always smiling, we saw a beautiful Studebaker Avanti drive through the parking lot and a guy with a 1952 Henry J stopped and visited for a few minutes. We were there for over two hours, had a nice visit and enjoyed the good weather. It would be nice to make this a monthly event, maybe give it an English twist and call it "Motors and Tea" It does not require a lot of planning just a meeting place and time. Also, the weather is perfect for the next several months for these types of events.

Hope you all enjoyed your Holidays, I had a wonderful Christmas and looking forward to the New Year!

Thanks John

WISDOM FROM TRAINING MANUALS

'It is generally inadvisable to eject directly over
the area you just bombed.'

- US.Air Force Manual -

EDITOR'S DESK

George M Montgomery, Editor

I am so glad to get this year over. I think most people will be also. Haven't heard of anyone who thought well of this year 2020. Vaccines are coming but we will still need to wear our masks and keep a sociable distance until everyone has been vaccinated. But maybe we can start meeting together by the middle of the year 2021. Who knows? I've had several family who have contracted this Covid 19, but none have succumb to the disease. I have had several friends and acquaintances who contracted the disease and some of them have died. During my 77 years of life, I have never experienced a year of illness and death such as this one.

The cover photo this month is of Bob Holt's 1960 TR3 that he named "Li'l Girl" back in 1969 when he first bought her. He has rebuilt the car several times and made a trip cross country with his brother. Now he has stripped it to the bare frame and restoring it again. I've been watching him and helping, whenever I could, for the past few years. Bob has a big heart and gets off track to help others with their cars. It's looking good, Bob.

The Cars and Coffee event for December was sparsely attended as many LBC events have been this year. I thank Mike Blachut for his photo and article about it.

We'd like to have you join us at 7:00pm on Tuesday, January 8th when we hold our Zoomed meeting. Our V-Pres, John Nuss will email all members a link to the event. Will I see you there?

George

January 2021 Membership Report:

We had four new members to announce at the December meeting and to start the new year.

Jerry and Vivianne Donnelly of Litchfield Park join us with their restored 1959 TR3A. The car was recently purchased back east and transported to the Phoenix area. Jerry is not unfamiliar with older cars as he has owned Sunbeams and others in the past. They are anxious to get their TR on the road and feel confident they made a fine choice.

Also joining the Club this month are Brandon and Amanda LaCasse-Swiers of Phoenix with their 1973 GT6 Mk3. You may recognize the car as I hear it's been in the club for several years and has spent a lot of time in Armand's garage.

Let's all welcome these new members to the club. I'm sure we all look forward to meeting them and their cars.

These latest additions bring club memberships to 103 with 150 members.

I told Mary earlier we had 3 new members join and gave her the names. We actually had 4 (I failed on Vivianne Donnelly). I told her the name I forgot, and she was going to ask you to modify her minutes accordingly.

Marv Miller

Membership

miller2993@cox.net

(602) 380-5564

Application form on page 19



Minutes

Desert Centre Triumph Register of America DCTRA Meeting Minutes

December 8 2020

The December meeting of DCTRA was held via Zoom, hosted by John and Kathy Nuss. The meeting was called to order @ 7:05 p.m. by John Heisser, President.

Members present: Pete and Bev Peterson, George Montgomery, John and Kathy Nuss, Ron Cole, John Horton, Armand LaCasse, John Heisser, Pam Rineholt, Marv Miller, Deborah Cooke, Dave Riddle, John Reynolds, Jim Bauder, Tom Parks, Michael Bulfer, Chuck Kerzan, Mary White.

Minutes: Last month's Zoom meeting minutes were approved as they appear in the Newsletter.

Treasurers report: Armand LaCasse reports that the only expenditure this past month was a check for \$ 500 to St. Mary's Food Bank as our annual Christmas Donation.

Membership: Marv Miller received dues for 3 new members: Jerry & Vivianne Donnelly, Brandon Swiers and Amanda LaCasse-Sweirs....our own Armand's daughter. The Club now has 149 members and 103 memberships.

Newsletter: George Montgomery thanks John Heisser for his article on his work on his TR8.

Technical: Dave Riddle displayed hood scoops for his TR. John Heisser announced he sold his Mini for.... a Dodge Caravan???

Events: John Nuss reported that the Mini Cooper Club is working on their Christmas Party for Dec 19 and trying to keep it a safe & "socially distanced" event. Deborah Cooke reported that a RSVP for The Lights Rally to be held Dec. 19 will be necessary in order to provide route directions.

Old Business: Another discussion held regarding January's Election of Officers' Brunch possibly be catered by a food truck.

New Business: During tonight's meeting, there was an "Impromptu Election of Officers" held and unanimously approved the currently- serving officers for re-election. A meeting of the Triumphest Committee will be held tomorrow evening (Zoom) for the chairpersons of the various committees.

A motion to adjourn @ 7:40 p.m.

Respectfully Submitted,

Mary A White, Secretary

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

January 12, 2021

A Zooming address will be sent out.

Calendar of Events

DCTRA & British Auto Events 2021:

- Jan 12th 2021 DCTRA Business Meeting - **Meeting to be Zoomed**
- Jan 16th 2021 – MG Club’s Cars N Coffee
- Jan 17th 2021 – DCTRA Annual Election Brunch (details to be announced)
- Oct 14-16 2021 --Triumphest 2021, Flagstaff

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.~~

D C T R A

Coming Events

John Nuss, Events Chairman

Happy New Year!

It is about time, don't you think? I'm thinking this year of tension, pandemic, politics has been one heck of a year. Maybe things will look better. At our house, the frenetic activities of the early quarantine have become the “I'll get to it tomorrow, maybe” of the later times. When our choirs, band, and orchestras rehearsals and performances were canceled, the cars, yard, garage, shop, and house got a lot more attention. Now, not so much. Maybe it is the colder weather.

On the activity front...

At this time I'm suggesting the January Brunch be postponed to be the February Brunch. I checked with Phoenix Parks and Recreation and no reservations or organized activities are being booked.

The MG club is offering a cars and coffee – Noggin and Natter at the Flite Goodyear Airship Hanger at the Goodyear Airport, Saturday January 16. The event is at 1300 S. Litchfield Road, 9:00 to 11:00 AM. I forwarded an email describing the event earlier.

Some of the outdoor cruises continue to meet... I was reminded that the east Mesa cruise at Power and Hampton is going on each Saturday and others meet as well.

At our next ZOOM meeting, maybe members could share Triumph (or other) accomplishments made during the period of quarantine. I could play a tune or two on my newly assembled hurdy-gurdy.

Technical Corner

By George M Montgomery

If your LBC has been sitting in your garage during this pandemic, it may be prone to driving breakdowns caused by neglect. To run, a car only needs fuel and a spark to occur at roughly the right time. To repair most breakdowns, you just need some simple hand tools, a friend and a 12-volt test light. Most breakdowns are caused by an **ignition problem**.

Step 1: Try to park or move the car to a safe, dry place.

Step 2: Pull a spark plug and ground its threads on the block to see if you have spark. Your friend needs to crank the starter, unless you have a bump start under the hood.

Step 3: If there is a spark, move to the fuel system. If no spark, check whether you're getting spark from the coil to the distributor. Pull the coil wire from the distributor and hold it near a ground. Again, have your friend crank the starter. Look for spark from the coil lead. Note: Coils are blamed for most ignition problems but seldom are the culprit.

Step 4: If you have spark at the coil lead, you likely have a problem with your distributor rotor or cap. Carry replacements. In recent years, rotor problems have been much more common than car problems, so start with a rotor.

If you don't have spark from the coil lead, then you'll need your test light. Attach the ground clip of the light to a good ground, then touch the point to the positive side of the coil while the ignition switch is turned on. (This is assuming a negative-ground car.)

The light should glow. If not, trace this part of the ignition circuit to determine why the coil isn't getting power. Notes: For positive-ground cars, switch the polarity on this test procedure. The coil is marked with a + and – on either side where the wires attach.

Step 5: Does the ignition switching mechanism work? Assuming you have power to the coil, hold the pointer of your light to the negative side of the coil while your assistant cranks the engine. Your light should flash on and off as the engine spins over, telling you that the switching mechanism in the distributor is working. (This is true whether the car has points or an electronic ignition.)

If the light glows steady or not at all, it's time to get into the distributor. If working with a positive-ground car, don't forget to switch the polarity on this test procedure as well.

To determine why your distributor isn't providing the switching for the coil, you'll need to get out the manual for your car (or your ignition system if it's aftermarket) to go through the testing procedure for your points or electronic switching mechanism.

Technical Corner (cont.)

If it's not an ignition problem, then it's likely a **fuel delivery issue**

Step 1: Make sure that the throttle linkage hasn't become disconnected or fouled up.

Step 2: If you have an electric fuel pump, determine whether it's working or not. You should hear it hum or buzz. Note: Mechanical fuel pumps seldom fail while en route. If the fuel pump is working, proceed to Step 4.

Step 3: If the fuel pump is not working, then make sure its fuse is good and check that neither the positive nor negative wires have become disconnected, pinched or pulled off.

Step 4: Check that fuel is getting to the carburetor or fuel injection. Fuel is pressurized to 3-5 psi on a carbureted car and upward of 35-40 psi on a fuel-injected car. **DO NOT ALLOW FUEL TO SPRAY ON A HOT ENGINE OR ANY OTHER HOT COMPONENTS.** Carefully pull the fuel line off the carburetor or injection. Aim the line at a suitable catch can. Have an assistant crank the engine. If fuel comes out of the line, then you have a carburetor or fuel injection issue and should proceed to Step 6.

Step 5: Check your fuel filter. If you can blow through the filter, then you might have a clog elsewhere in the delivery system. Follow the fuel system back to a possible second filter and finally the fuel tank. Sometimes the tank's pickup can get clogged, and you can remove the blockage by either blowing back through the outlet tube or running a rod or piece of wire through the tube. Be prepared to reattach the line very quickly and remember that fuel and its vapors are very flammable. Do not work with fuel around hot engines, hot exhaust systems or other hot components.

Step 6: Some carburetors, like Webers, pass the incoming fuel through a screen. These screens can get clogged but are easily cleaned.

Step 7: Car still not running? Now that you've ruled out all usual culprits, you must delve deeper. On a carbureted engine, it could be a sunk float or a clogged jet. On an injected car, you might have a disconnected crank angle sensor, clogged fuel injector or another failed or disconnected electrical component. Check all grounds, too.

To be sure of hitting the target, shoot first and call whatever you hit the target.

You're never too old to learn something stupid.

Christmas Coffee

Story and photos by by Mike Blachut

Triumph Club Members had a brief Christmas coffee We met at MacDonald's on Bell Ave. Near 99th Ave., Saturday December 19th. We got a Lot of stares in the parking lot from people going thru, some stopped to compliment. Marvin Miller drove from Sun City West in his 1978 Topaz TR6 with Miata seats. John Heisser came from Sun City in his 1981 'Yellow' TR8 with Aluminum V8 and Holley 4 barrel. Mike Blachut arrived from Sun City in his 1961 'Signal-Red' TR3 with a Toyota 5-speed trans.

Together these cars represent 3 different eras of Triumph evolution. The TR3's were built between 1955 and 1962, a traditional open roadster with removable "side screens", this was the era of the classic sports car and the car for the man of average means, 74,800 were built. The TR6 was built between 1969 and 1976, 91,850 were produced, 83,480 were exported, with a 2.5 liter, 6-cylinder engine, rear independent suspension and roll-up windows, a very popular sports car. The TR8 was produced from 1978 to 1981 with a 8 cylinder V8 engine, wedge shaped sports car, it was called the "English Corvette", the majority were sold in U.S. and it represented the end of the Triumph era. Those were the days, and we were very lucky to be a part of them.



Things to think about:

If poison is past it expiration date, Is it more poisonous or no longer poisonous?

Which letter is silent in the word "Scent", the S or the C?

Complimentary Additional Year of Membership!

By Armand LaCasse, Treasurer

2020 has been a difficult year to meet in person, socialize, and create the “Triumph-people connections” that support belonging to DCTRA.

The DCTRA Executive Leadership Team met on Saturday, October 24, 2020, at Surprise Community Park after the Bring Your Own Brunch - Off to the Races Drive to consider a proposal for unusual action. President John Heisser, Vice President John Nuss, Secretary Mary White, and Treasurer Armand LaCasse discussed 2021 membership dues and **unanimously agreed:**

- **DCTRA will not collect any membership renewal dues in 2021.**
- **Every member as of December 31, 2020 will have one year of membership added to their membership expiration date.**

If your membership would have expired in 2021, now it will expire in 2022. 2022 membership expirations move to 2023. And 2023 membership expirations move to 2024.

How much will this cost? Our membership dues income average is \$1800 per year. We estimate a one-year membership renewal extension would be a loss of \$1600 in membership renewal income in 2021. We expect some new members will join during the 2021 year and the usual membership renewal periods would apply.

Please ask one of the officers if you have any questions.

Armand

Our web master

[HTTP://WWW.MICROWORKS.NET](http://www.microworks.net)



DAVID W. RIDDLE

Parts at cost & 20% discount on labor to
DCTRA Memembers

PO Box 30724
MESA, AZ 85275-0724

TEL: 480-610-8234
DAVE@MICROWORKS.NET

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



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: *Surplus Triumph Stuff*

TR Generator - rebuilt by Lucas (New in Box) — \$250
(Moss #540-200 @\$410)



**Original Triumph AM Radio
(working!) — \$200**



Pendleton Picnic Rug — \$100

Contact Dave Twyver
dave@twyver.com
480-625-0043

6-20

CLASSIFIED ADS: (cont)

FOR SALE:

Since I no longer have the TR3A (still have the Spitfire), I am divesting myself of some of the left-over TR3 parts and tools. At this time:

1.) Reground, nitrided, Fast Road Cam from APT Fast: ~~\$100~~ now \$75

This is the original camshaft from the 2.0L engine in my TR3. I had it reground by APT Fast but decided to go with a new cam instead. It has been in the box ever since. I cannot remember the exact specifications, and the work receipt went with the TR to England (I think), but a speed shop should be able to give you the grind specifications. Reground camshafts from APT Fast now run about \$300.



2.) Used camshaft, not reground: \$10, OBO
Another Triumph 2.0 Liter cam that was excess to my needs.



3.) Timing chain cover for TR3 engine and Spitfire 4 Water Pump Housing & Bracket: Free to a good home



CLASSIFIED ADS: (cont)

Four KN Minator Wheels for Spitfire - \$50 OBO

Four KN (Minator) spoked wheels for a Spitfire (13"x5'). The wheels are used and sold as-is. One wheel (front, left side of photo) has a damaged rim. These wheel list for about \$170/ea.

Contact: Bo Shaw, 760-977-6612

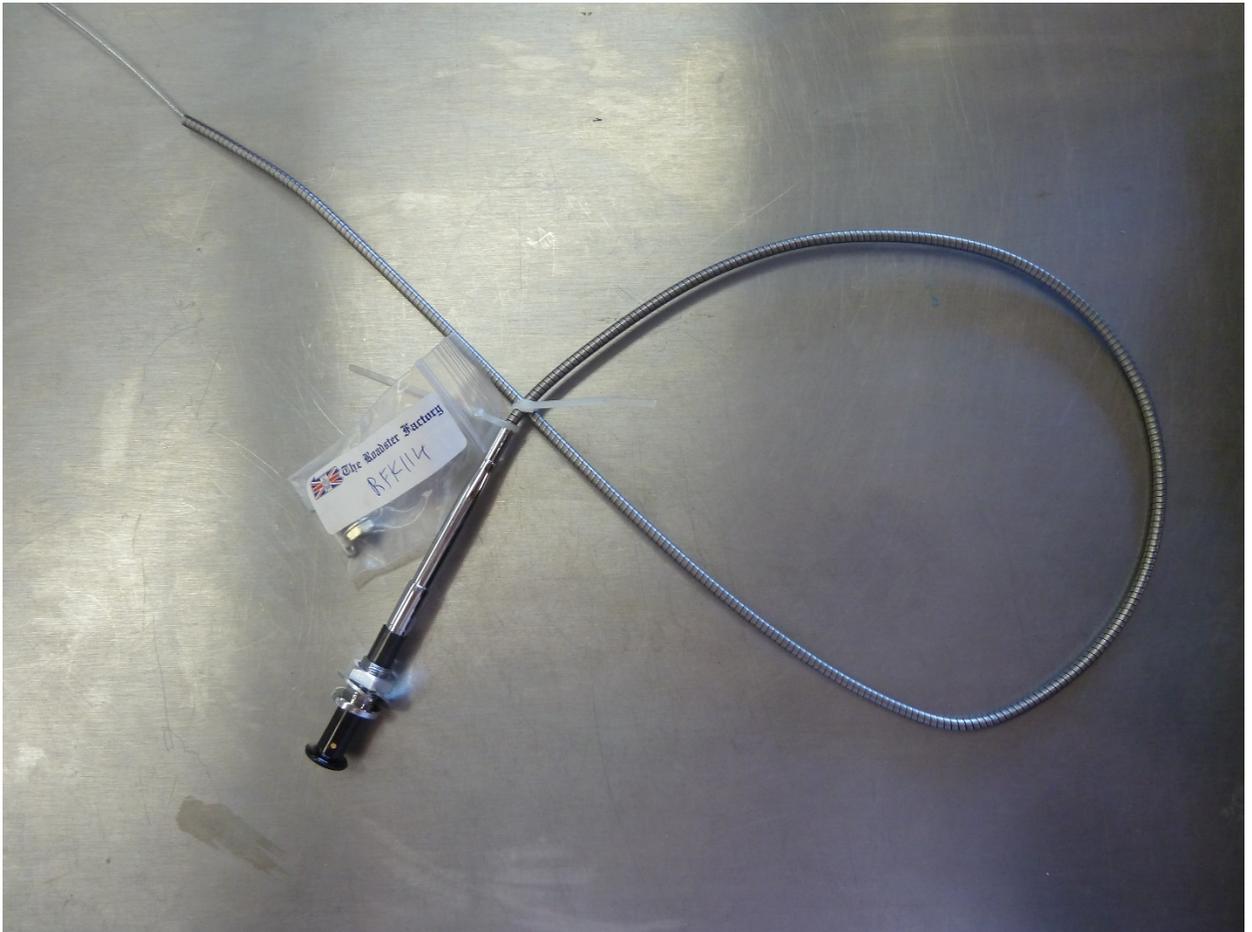


CLASSIFIED ADS: (cont)

TR3 Choke Cable Assembly, with Knob - \$25.00

This TR3 choke cable (part # 400628-9) was sourced from TRF and currently lists for \$49.95. New, never installed.

Contact: Bo Shaw, 760-977-6612



CLASSIFIED ADS: (cont)

Carburetor Linkage Pin Kit - \$7.00

Pictured with the TR3 choke cable and sold separately. Sourced from TRF (part # RFK114) and never used. Part is used for securing the link rod and choke cable to the jet lever on the front carb for a TR3/2. Includes: Washers, lock nut and cotter pin. Listed for \$13.45 in the TRF catalog.

If interested, I can be reached at the cell phone number provided below or by reply to this email. I also have some odds and ends, e.g., distributor pedestals, original hub caps, hand crank guide, etc., that I would be willing to part with. I live in Mesa.

Cheers,
Bo Shaw
760-977-6612

8-20

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.

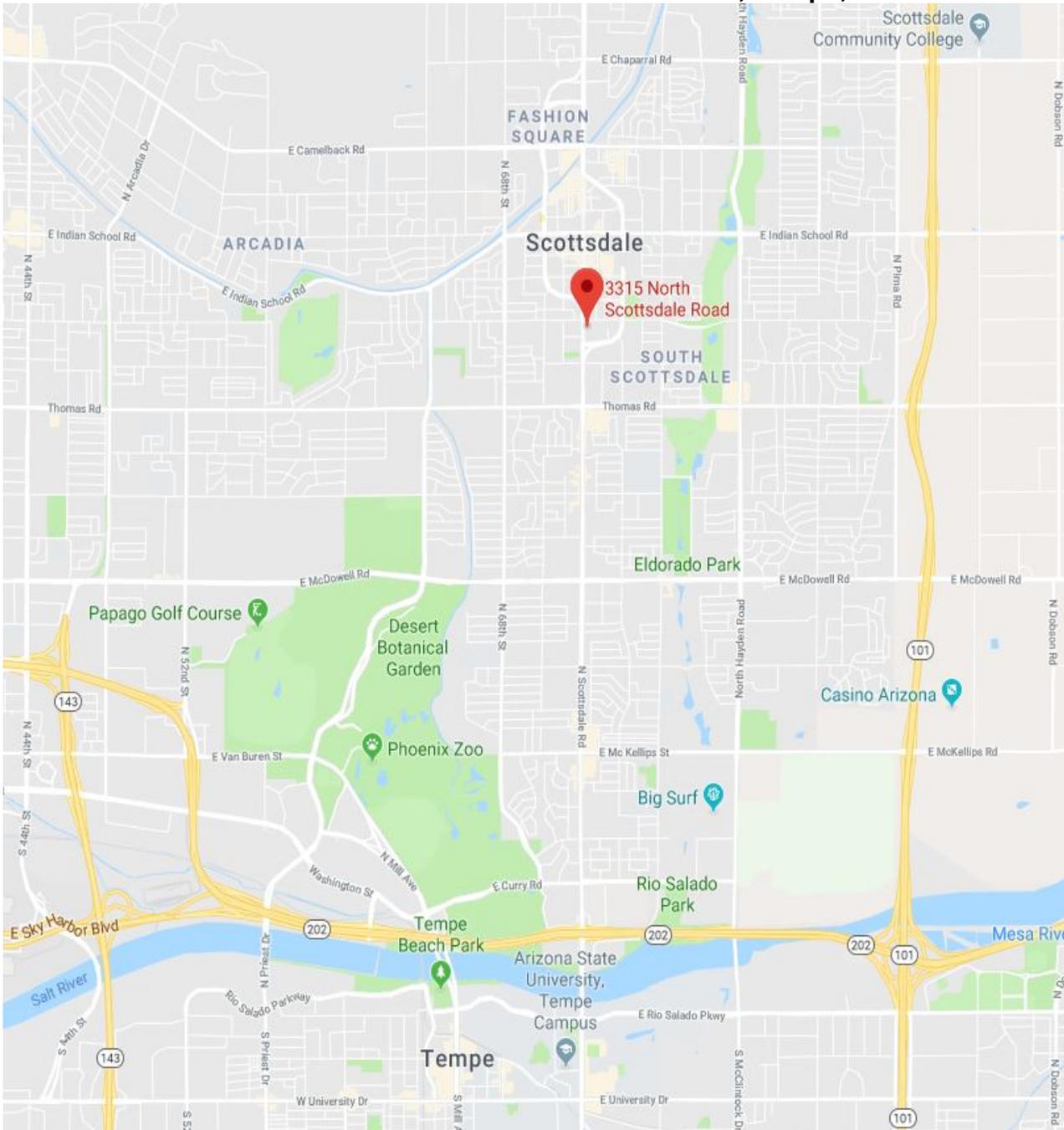
Email Mike Blachut: mblachut@yahoo.com and make offer



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
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 #
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 Grille 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.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