

# TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF  
THE DESERT CENTRE – TRIUMPH REGISTER OF  
AMERICA

Founded: 1980



*Triumph Register of America*

◀ Back



What kind of Triumph is this?

**June 2022**

**Vol 42, Issue 6**  
<http://www.dctra.org>

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**NEXT CLUB MEETING**

June 14, 2022

Meet us for dinner/social @ 6pm

Business meeting @ 7pm

**Denny's Restaurant**

3315 N Scottsdale Road; Scottsdale, AZ

**2022 CLUB OFFICERS**

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**ONE YEAR** placement in the newsletter **AND** a link on the [www.dctra.org](http://www.dctra.org) **website:**

**AD SIZE – COST**

**FULL PAGE.....\$100**

**¼ PAGE.....\$ 35**

**½ PAGE.....\$60**

**BUSINESS CARD.....\$25**

**Cover:** Does anyone know the name and heritage of this Triumph?

## Prez Sez – June 2022

John Heisser, President

Today is the Friday of Memorial Day weekend I usually start this column around the middle of the month, referring to notes that I have jotted down. But this month just slip by, I was out of town for 10 days unexpectedly then got busy helping my son and daughter in law with a few projects at their home. So, this may be a little shorter than usual.

I registered for Triumphest 2022 today, looking forward to visiting San Diego and enjoying Triumphest with no responsibilities, I'm sure Ron Cole and the rest of our Triumphest committee can relate. Also, it means that I have to get busy so I can drive my TR8 to San Diego, I have a lot of work ahead of me before it's ready to drive.

I do want to mention a few discussions that took place on the DCTRA general email. Carl Miller mentioned that he was working with the TCSC to arrange a visit to the USS Midway during Triumphest. I have visited and toured the USS Midway twice and can attest to what a great tour it is, I hope it can be arranged. Tony Chapman put out an email listing his factory 4 speed transmission with overdrive for sale because he wants to install the Toyota 5 speed conversion. Jim Bauder responded with 2 different emails as to why he would keep the factory overdrive and why he prefers it, a few others responded as to their preference I felt that all but one of the comments made would be useful to Tony. Bo Shaw asked for some help with carburetor float bowls, Michael Divine and John Nuss responded, hopefully Bo can get the parts he needs. Someone was looking for a machine shop and a response was made with a suggestion. Roger Prior is looking for some K & N air filters for his TR6, also someone forwarded an email listing a TR4 located in Texas for sale for in my opinion a really good price. The reason why I mention all these emails / discussions is to make a point that this is the way the DCTRA general email is supposed to be used. Well, that's it for this month, hope all is well with everyone and hope to see you at the next meeting.

Thx, John

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### EDITOR'S DESK

George M Montgomery, Editor

Our events schedule has an indoor or an evening activity planned but ideas have never been completed. Could we go to some auto museum around here or maybe to the Hall of Flame some Saturday?

Our cover photo is an aluminum body specially designed for Triumphs and Morgan's. There are only four of them made. I think this is an absolute gorgeous machine.

This coming Thursday, June 2<sup>nd</sup>, I will be driving my new Subaru Crosstrek to Altus, Oklahoma for my 61<sup>st</sup> high school reunion. We had a graduating class of 184 students. There are 57 left.

Twenty three of are meeting this weekend to renew our friendships. I say renew, most of us have kept tabs with each other via a Facebook group. Still it will be good to get together in person.

My sister is celebrating her 60<sup>th</sup> anniversary on the 17<sup>th</sup> of this month in Oklahoma City. Rather than drive all the way back here, I am going down to Burleson, Texas, (just south of Ft. Worth) and spend a week with a college buddy. Then drive to Oklahoma City and spend the night prior to the 17<sup>th</sup> with my niece and her husband. It'll be a surprise for my sister.

All of this means I will be gone this month when we have our meeting. So, I will look for John Nuss's email that will have the Zoom link. I don't know what my friends in Burleson have planned but I will try to zoom in on you.

\*\*\*\*\*

## **June 2022 Membership Report:**

Joining the club in late April and attending the May business meeting was new member Olivier "Oli" Strimelle from Gilbert. Oli owns a 1977 Spitfire and is looking for guidance to a shop that can renew its thrust washers. Also joining the club at the meeting was new member Scott Porter from Scottsdale who has a 1960 TR3A. Welcome to the club, fellows.

Adding these new members to our membership list now shows 130 with 182 members.

The generous club donation of \$1000 from Jim Crecelius was transferred to our Treasurer. Jim sold his TR6 on [Bringatrailer.com](http://Bringatrailer.com) and donated a portion of the proceeds as a thank you to the club and our members who helped him with the sale. Thank you Jim!

The latest edition (May 2022) of the club roster was distributed via email.

Marv Miller  
Membership  
[miller2993@cox.net](mailto:miller2993@cox.net)  
(602) 380-5564

**Application form on page 16**

# Calendar of Events

## DCTRA & British Auto Events 2022:

June 14<sup>th</sup> '22 -- DCTRA Business Meeting

June ? 2022 – An indoor or evening activity?

July ? 2022 – Pool Party – Time and place TBD

Sep 8,9,10 '22 --Triumphfest – San Diego

### Regular Occurrence Events

#### **Status of All Events Are Unknown Presently**

**Some have restarted some have not Check and verify whether it open or not.**

Hunts Donuts – 3<sup>rd</sup> Thursday University and the Loop 101

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

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

Cars N Coffee – 2<sup>nd</sup> Saturday of the month, Alpio's at Troon

## **NEXT CLUB MEETING**

**June 14, 2022, in-person a Zoom link will be sent out also.**

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## Minutes

# Desert Centre Triumph Register of America DCTRA Meeting Minutes

May 10, 2022

The May meeting of DCTRA was held @ Denny's Restaurant, Scottsdale Rd. The meeting was called to order @ 7:04 p.m. by President John Heisser.

**Members present:** Jim Bauder, George & Chris Durkin, Ron Gurnee, John Heisser, John Horton, Chuck Kerzan, Mary White, Armand LaCasse, Bob Mazer, Marv Miller, George Montgomery, John & Kathy Nuss, Eddie Ochoa, Pete Peterson, Roger Prior, John Reynolds, Dave Riddle, Mark Sapp, Ken Schmidt, Deborah Cooke. Also joining via Zoom: Michael & Jacqueline Divine... and their 2 adorable dogs.

Welcome to our 2 newest members in attendance this evening: Scott Porter and Oliver Strimelle. And to 2 returning members: Frank Montone and Tony Chapman.

**Minutes:** Last month's minutes were approved as they appear in The Newsletter. And my personal thanks to John Nuss for filling in for me last month.

**Treasurer's report:** Armand LaCasse reporting income last month from several new memberships. Several expenses for Corporate Commission dues, IRS filing, "Stitches Unlimited" paid, and John Nuss reimbursed for Zoom payment.

**Membership:** Marv Miller reported on new members.

**Newsletter:** George Montgomery is still needing articles.

**Events:** Friends Of Triumphs will be driving through our area and John Nuss is working on dates to meet. Mini owners holding their Tulip Rally May 14

**Technical:** New member Oliver Strimelle asking for help with his Spitfire. Armand LaCasse held a discussion regarding caster and camber. John Reynolds told of his trip in Boulder, Colorado on the Peak To Peak Byway with his son, Matt....and encountering snow. Ron Gurnee recounted his disastrous shopping trip involving a "jacked up" Toyota Tundra which damaged his TR7.

**New Business:** John Heisser has been contacted by the HOA of Desert Ridge, requesting our participation in their Car Show. John to seek legal advice first re Waivers. Pete Peterson has purchased a '43 Ford "Burma Jeep".

A motion to adjourn was held @ 7:31 p.m.

Respectfully Submitted, Mary A White, Secretary

## Technical Corner

*Triumph Experience* Forum Topic entitled "Fuel Tank Cleaning - Lite", by SunCityTR6

© Roger A. Prior, Jr., 2022

Started on March 12, 2022

### **Update No.1**, written on 3/15/22

Many thanks to all for this informative discussion (reference to the comments from some readers of my Forum posting).

After inspection of the tank insides, have made the command decision to remove. The surface rust is not all that bad, but bad enough. Was kind of trying to avoid this additional task, but just does not make sense to skimp on the tank. After all am trying to keep the system going for many years to come. Ken (*Triumph Experience* Forum member) summed it up best by suggesting going the "full enchilada" route. So, the conversation will shift to your thoughts on the BKMs on moving forward. The price of white vinegar is cheap at nearby Costco.

Since the tank is never really 'full' to the top of the tank, want to ensure I get the top of the tank cleaned and treated, as that is the portion of the tank to develop corrosion/rust in the future, as will be exposed to the air, as time goes on.

No need to reinvent the wheel here, just some of your thoughts, and maybe some of the ..."If I did it all over again."

Want to keep moving along, and see Eastwood is backordered for their automotive tank cleaning kit, until May. I have no 'dogs in the hunt', as far as particular product line goes, just want to get the job done right the first time.

I have begun to remove tank, but it is not out yet.

### Update No.2, written on 3/26/22

"It's 3/26/22. Fuel tank cleaning update as promised:

Over the past week have been using my Costco white vinegar to soak the tank insides.

Note- Since over the years I figured the tank was never completely filled with gas, I wanted to focus on the vinegar soaking the top most portion of the tank which meant sealing up the tank filler and sending unit areas, the inverting tank. Used a mechanical 2-inch plumbers plug (True

Value), for about \$5, worked well. Fabricated an aluminum cap, and cork gasket and used the sending unit bolts to seal the sending unit opening (worked reasonably well, and made sure I did not over tighten bolts, to avoid 'stripping' the threads). Want no problems with 'stripped' threads.

I sealed the vent return and fuel output tube with 'duct tape', and worked well. Note: The earlier

## Technical Corner (cont)

method of long lengths of rubber hose folded over, and clamped with 'Vise grips', was too cumbersome, so I removed all that; and the duct tape worked well, and was better solution when lifting and rotating the tank. So, the BKM is use 'duct tape' (Harbor Freight).

I filled tank with 2 gal of vinegar, let sit for 48 hours, then empty as much as possible into a big aluminum kitchen roasting pan (the type found in grocery store for cooking a turkey). To see how much rust/debris was being removed, slowly filled the now empty plastic vinegar jugs with the liquid from the pan, let particulate settle overnight then pour into a pint glass jar. Label as #1, #2, and so forth.

I repeated the above process three times, over six days, filling tank with a fresh 2 gal. of vinegar every filling. The last two fillings, I inverted the tank, to focus on the top most portion of the tank as explained earlier. The plug sealed well, and I did ave minor leakage from the sending unit seal, which was not a issue.



Photo of crud from TR6 gas tank.

Yesterday-Day 7: The vinegar removed much, and remaining patches of rust seemed to be in random areas of the tank. The vinegar did a remarkable job happy to report at a very reasonable cost (Costco boxes of 2 gallons for about \$5). I used a flashlight and the wireless 'borescope' described earlier to look inside the tank. Took some pictures from the 'borescope' using my iPhone, but was difficult to steady the scope, etc. but the scope is pretty amazing and worked better than I ever expected (Amazon cost about \$30).

Wanting to accelerate the process at this point, I used about a handful of new bolts and screws (no pebbles from yard), placed in tank, then one gal of hot water: sealed up the filler area and sending unit holes with duct tape (quicker to apply and remove, and held up well without leaks, etc.). Picked up tank and began process of sloshing the mixture in the tank, rotating, in mid-air

until my arms got tired. Stop, unseal, drain into pan, empty into jugs to settle out. I'm at this point now Saturday morning. Will spent this morning continuing to let the screws in water remove whatever else I can from the tank. I am 'going for the Gold' at this point.

I'll be back with you in a few days for follow up results.

## Technical Corner (cont)

**Update No.3**, written 4/5/22

"Update for you on the fuel tank cleaning. Past week or so been in the 'spin, shake and rinse cycle', repeat, repeat. I've been rinsing with water between cycles. Also pulled out the batch of screws (as the vinegar was beginning to devour them), nuts and bolts with a telescoping magnet. I'm getting closer to the finish line. Decided to order the 'coating' liquid from Moss. Shipped from CA, might arrive in 2 days, they are usually pretty quick once in hands of UPS to Sun City, AZ. While awaiting the coating am on the last phase of the 'cleaning' cycles. Put in another gallon of white Costco vinegar, with bigger/heavier abrasive material to shake about (a selection of 15 or so old 3/4-inch sockets that the vinegar might help if nothing else).

The interior is much cleaner than I began with, but not 100%. Am keeping track of the materials cost thus far.

**In conclusion**, written May 5, 2022

I'm back with remarks on my fuel tank-lite job.

The tank got fairly clean, am happy to report. Not 100%, but 'close enough for government work. I decided **not** to coat the tank insides, returned the coating to Moss and received a full refund.

A week ago, decided to conclude the tank cleaning regiment. The vinegar did work, given time. Swapping out the little bolts for big and heavier bolts was an improvement, to shake around and clean the tank walls. I focused on the top and upper sides; so, my tank was upside down a lot. The 2-inch diameter plumber's plug (ex True Value) was a key to sealing the fuel inlet hole. Just used 'duct' tape to close off the other outlets. I rotated tank while holding it, as I did not have a cement mixer at my disposal. Would you believe I actually sold my HF cement mixer one year ago, prior to buying the TR6??

For the final rinsing out I did use a water hose blasting water into the tank, then removing water-repeat maybe 4 times until water comes out clear, then some bottles of alcohol from

Dollar General swished around in the tank. Then washed out with a quart of Acetone. Then set tank on the ground, and blew air into it with the battery powered Ryobi leaf blower, which was super to ensure dryness of tank insides.

I did make a new cork gasket out of 1/8" cork sheet material. used rubber cement, and positioned in place and let dry overnight. I'm referring to the gasket around the hole in the sheet metal where the 5/16" 'main line pipe' goes to under the boot area. The thick 1/8 " gasket worked well.

As I never removed the 5/16" 'main line pipe', from the tank, was a simple matter of easing the tank back into position for the 6 washers and screws. [TIP; Would have been easier with an assistant upon re-inserting the fuel tank, as the 'main line pipe' wanted to get on the wrong side of the brake line to

## Technical Corner (cont)

left rear wheel. Mine only has 5 (not six) bolts securing the fuel tank to the body.

Then got busy, connecting the filler rubber hose and 2 retaining clips, a new rubber sealing grommet was installed, and finally the filler cap assembly positioned, etc... The clips had been cleaned on the wire wheel; a new rubber sealing grommet was installed. Reconnect the evaporative emission control pipe. I had removed the rear compartment trim panel previously. There are no shortcuts.

I had refreshed all the 5/16" rubber fuel line sections under the car (Gates Barricade) weeks before and ensured my new SS clamps were snug enough while under the car.

I did not use a creeper, just a HF foam pad (HF 4 Piece Anti-Fatigue pack), under my back, and a 'sacrificial' grey tee shirt.

The TR6 was on jack stands while all this work was happening, so got all set up to slowly begin adding fuel to the tank. Just one gallon at first, then stop, check for leaks. No leaks. Add another gallon, check for leaks, no leaks. Then added gallon three.

At this point wanted to check if my new brass float 'bobbin' was...well, bobbin'. Insert ignition key, ...drum roll please... and took 10 sec or so, but the fuel gauge needle began to move to the right, which it may not have been doing for who knows how long. I bought the car, measuring the fuel level with a yard stick. Was I happy at this point. Removed ignition key. Added a fourth gallon of fuel, insert ignition key again, and sure enough the fuel gauge needle moves slowly up to rest under the 1/2 mark on the gauge. Certainly, in the ballpark, considering exactly 4 gal of fuel in tank and fuel line.

I kept the TR6 in the air for two days to ensure no fuel leaks, then proceeded to remove the HF 3 Ton jack stands, all ok. I reinstall the rear compartment trim panel.

In conclusion, the vinegar worked, given time. I'm satisfied with decision, not to coat the tank insides. Total Cost – White Vinegar 17 gal. (\$45), 2" Plumbers Plug (\$5.50),

As of May 20, 2022, this Forum topic has had 360 readers, and 36 comments; and counting.

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# Horton's Recipes

Submitted by John Horton

## RECIPES (4)

### BEEF IN GUINNESS

2 lb. chuck cubed	2 cloves garlic crushed
2 oz self-rising flour	1 tsp brown sugar
2 large onions sliced	1 pint Guinness
Juice and zest 1 orange	3 bay leaves
Oil and butter for frying	½ tsp salt & pepper

Oven to 350 degrees, S&P on beef coat with flour. Sear till brown, transfer to casserole, then fry onion slices till soften add garlic, add sugar and remaining flour. Cook to caramelize, put into casserole. Pour Guinness add orange plus juice and bay leaves. Simmer for 2 hours or until meat is fork tender. When done sprinkle zest on. Serve with mash potatoes and carrots.

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## Our Web Master



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

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[DAVE@MICROWORKS.NET](mailto:DAVE@MICROWORKS.NET)

## TR4 SLR



This is a rebodied 1962 TR4 that was modified for racing in England. Not long after it was raced there it was fitted with this specially designed aluminum body. There are only four of these bodies, called a SLR, this one on a TR4 and three mounted on Morgan's. The name was designated by the company that designed it. It is all Triumph TR4 underneath this beautiful skin.

The car has gone through several owners but is presently owned by an Englishman, Tony Hall-Griffin. It is still raced and driven by Steve Chapman. Steve is the brother of DCTRA member Tony Chapman. This is a most beautiful design.



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# 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

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

David Faulkner - 480-656-4366  
[rottendave@cox.net](mailto:rottendave@cox.net)

12-19

.....  
**For sale:** or Trade

I have a pair of TR6 black seats (high back) in good condition, which I would like to trade for a pair or TR4A or TR250 low back seats. Black and in good condition would be perfect, but I'm willing to rebuild/recover low back seats if I can find them.

If you don't want to trade please contact me if you are willing to sell.

Thanks,

Ray Gauthier  
Sent from iPhone  
503-260-4137

1-22

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## CLASSIFIED ADS: (cont.)

### FOR SALE: Spitfire

Former member Cliff Philpot has two Triumphs for sale. A 1974 Spitfire 1500



Cliff is in his 90s and wants to sell both cars. Make him an offer.  
Prospective buyers may contact Jan at 623-810-5511 9-21

\*\*\*\*\*  
**FOR SALE:**

Frame off rebuild. Have all receipts from Moss Motors, British motor parts, British wiring, new suspension front to back. All new brakes and brake lines. New wiring harness front to back. New weber carburetor and aluminum intake. New header, New aluminum radiator, new alternator new windshield new tires, New paint too much to list. Owner passed away in February family wants to sell needs interior, needs instrument panel and a few more odds and ends. If you have any questions give me a call. Jeff Gardner 928-889-7131



\*\*\*\*\*  
**Wanted:**

My '63 TR4 was damaged in an accident in a local audio shop. It needs a replacement bonnet (long power bulge). Does anyone have an original piece in good condition, or know of where to find one?

Thank you!

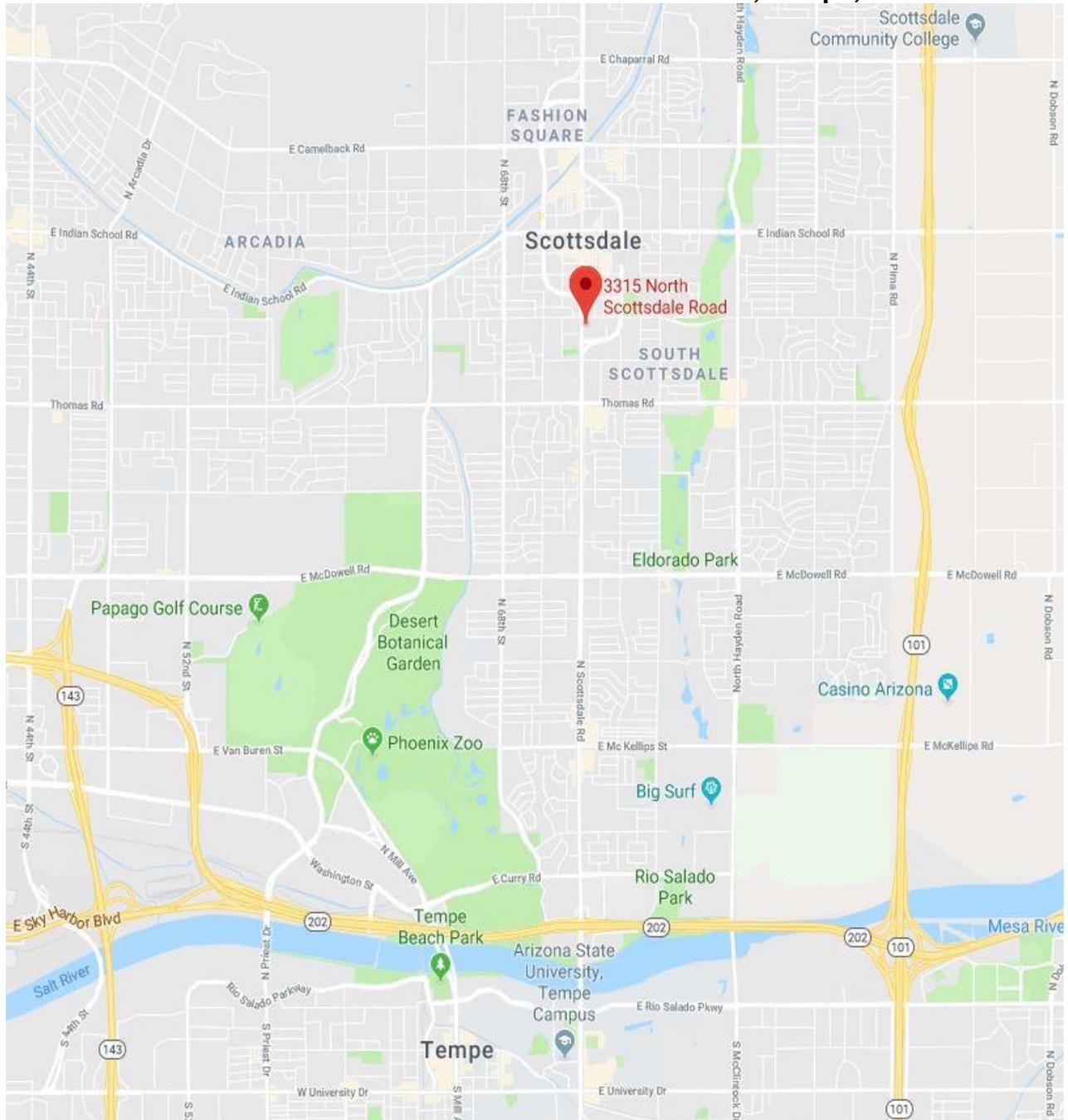
Michael Samuels, 305-213-8550  
Paradise Valley

# 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 \_\_\_\_\_

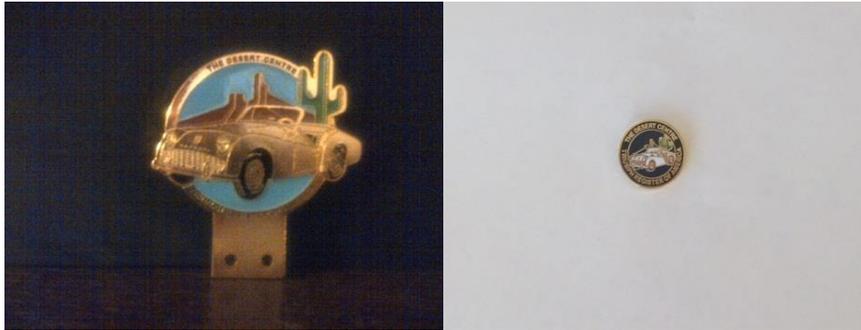
How are you paying your dues: CHECK \_\_\_\_\_ CASH \_\_\_\_\_ PAYPAL \_\_\_\_\_ (add \$2.00 process fee)

### 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 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:

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## Websites

Desert Centre-Triumph Register of America  
[www.dctra.org](http://www.dctra.org)

Triumph Sports Car Club of San Diego	<a href="http://clubs.hemmings.com/sandiegotriumph">http://clubs.hemmings.com/sandiegotriumph</a>
Portland Triumph Owners Association	<a href="http://www.portlandtriumph.org">www.portlandtriumph.org</a>
Tyee Triumph Club(Seattle)	<a href="http://www.tyee.triumph.org">www.tyee.triumph.org</a>
British Columbia Triumph Registry	<a href="http://www.3.telus.net/bc_triumph_registry">www.3.telus.net/bc_triumph_registry</a>
All British Field Meet (Portland)	<a href="http://www.abfm-pdx.com">www.abfm-pdx.com</a>
Vintage Triumph Register	<a href="http://www.vtr.org">www.vtr.org</a> AND <a href="http://www.vtr2007.com">www.vtr2007.com</a>
Triumph 2000/2500/2.5 Register	<a href="http://www.t2000register.org.uk">www.t2000register.org.uk</a>
Rimmer Bros	<a href="http://www.rimmerbros.co.uk">www.rimmerbros.co.uk</a>
Stag Owners Club	<a href="http://www.stag.org.uk">www.stag.org.uk</a>
TR Sports 6 Club	<a href="http://www.tr-register.co.uk/news.htm">www.tr-register.co.uk/news.htm</a>
British Auto Works (OR)	<a href="http://www.britishautoworks.com">www.britishautoworks.com</a>
British Wire Wheel	<a href="http://www.britishwirewheel.com">www.britishwirewheel.com</a>
Save Our Cars	<a href="http://www.saveourcars.org">www.saveourcars.org</a>
British Car Forum	<a href="http://www.britishcarforum.com">www.britishcarforum.com</a>
Triumph Travelers Sports Car Club	<a href="http://www.triumphtravelers.org">www.triumphtravelers.org</a>
Southern California Triumph Owners Assn	<a href="http://www.sctoa.org">www.sctoa.org</a>
British Motor Heritage Group	<a href="http://www.heritage-motor-centre.co.uk">www.heritage-motor-centre.co.uk</a>
6-Pack –USA Club for TR6/TR250 Owners	<a href="http://www.6-pack.org">www.6-pack.org</a>
Okanagan British Car Club (B.C.)	<a href="http://www.obcc.ca">www.obcc.ca</a>
Vintage Sports Car Club of Calgary (Alberta)	<a href="http://www.vsgcc.ca">www.vsgcc.ca</a>
Moss Motors	<a href="http://www.mossmotors.com">www.mossmotors.com</a>
Small auction and forum	<a href="http://www.britishcarauction.com">www.britishcarauction.com</a>
Classic Autosport Magazine	<a href="http://www.classicautosport.net">www.classicautosport.net</a>
International Spitfire Database	<a href="http://www.members.cox.net/spitlist">www.members.cox.net/spitlist</a>
British Motor Club of Utah	<a href="http://www.britishmotorclub.org">www.britishmotorclub.org</a>
Columbia Gorge MGA Club (Classic Gorge Rally)	<a href="http://www.columbiagorgemgaclub.com">www.columbiagorgemgaclub.com</a>
Victoria British	<a href="http://www.victoriabritish.com">www.victoriabritish.com</a>
Triumph Register of Southern California	<a href="http://www.socaltriumphs.org">www.socaltriumphs.org</a>
Hill Country Triumph Club	<a href="http://www.hillcountrytriumphclub.org">www.hillcountrytriumphclub.org</a>
Tucson British Car Register	<a href="http://www.tucsonbritish.com">www.tucsonbritish.com</a>
Central Coast British Car Club	<a href="http://www.centralcoastbritishcarclub.com">www.centralcoastbritishcarclub.com</a>
Texas Triumph Register	<a href="http://www.texas triumphregister.org">www.texas triumphregister.org</a>
Delta Motorsports	<a href="http://www.deltamotorsports.com">www.deltamotorsports.com</a>
C.A.R.S of Phoenix	<a href="http://www.englishbawbsclassics.com">www.englishbawbsclassics.com</a>