

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE – TRIUMPH REGISTER OF
AMERICA

Founded: 1980



Triumph Register of America

◀ Back



Ashford Little's 1976 TR6

May 2022

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NEXT CLUB MEETING

May 10, 2022

Meet us for dinner/social @ 6pm

Business meeting @ 7pm

Denny's Restaurant

3315 N Scottsdale Road; Scottsdale, AZ

2022 CLUB OFFICERS

President

John Heisser
623-363-3616

1981kooltr8@gmail.com

Secretary

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

VP & Events

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

Treasurer

Armand LaCasse
602-525-2602
big.blue.truck@live.com

2022 Appointees

Historian

Armand LaCasse
602-525-2602
big.blue.truck@live.com

Membership

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

Tech Advisors

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

Webmaster

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

Triumphest Co-rdinator

Ron Cole
623-229-3997
ronlewiscole@gmail.co

Newsletter Editor

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

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: This beautiful TR6 once belonged to a DCTRA club member

Prez Sez – May 2022

John Heisser, President

A few weeks ago, Marv Miller received in the mail a nice note and a donation of \$1,000.00 in the form of check from Jim Crecelius. Many of you may recall a few months ago that Jim sent out a general email that he needed some help getting his TR6 ready to sell. He even came to the January election brunch to pitch his proposal to the members in attendance. In his email he proposed if club members would lend a hand he would donate part of the proceeds from the sale. Thank you, Jim for your generous donation. And thanks to the members who help Jim out, I know that Bev & Pete Peterson stop by, and John Reynolds repaired the carburetors and corrected some electrical issues. If anyone else helped out please let me know.

Unusual Triumphs, I know this is a bit of a reach, but not as far as a reach as my brother's Triumph boat that appeared in the August newsletter. I discovered this owner-built car at a car show a few weeks ago. It is powered by a newer Triumph motorcycle engine and transmission that were salvaged after a traffic accident.



The rear axle is from a 1960 Ford Falcon, the front axle is a drop tube that came from a hot rod supplier. Disc brakes in front drum brakes on the rear axle. The frame is all hand built using round tubular steel the majority of bending and welding completed by the metal and car club shops in Sun City West. The owner who did most of the design and assembly says it handles very well on the highway and can cruise at 80 mph all day long.

Product demonstration, at the last club meeting Randy Koontz brought an Element fire extinguisher. He passed it around and talked about a recent incident where he had to use a conventional powder extinguisher and the mess it created. I asked him to send me a photo and some information so I could include it in this column. Sorry, I cannot figure out how to download the photo and information, but if you go to www.elementfire.com there is an impressive video and lots of information available. A few days after the meeting Dave Riddle sent out a general email about the same product and suggested that if several members are interested maybe we could place an order for several units and possible receive a discounted price. If someone is interested in pursuing that idea count me in for 2 units. Thanks Randy and Dave for bring this product to the clubs attention.

My TR8 is progressing slowly I just receive some soft parts from Rimmer Brothers in England. The Bonnet is at ADCO in Glendale to match the paint so I can get a few aerosol cans to paint the engine compartment.

Have a good month, keep working on and driving those Triumphs! Thx, John

EDITOR'S DESK

George M Montgomery, Editor

Before I got seduced by sports cars and Triumphs, I was a hot rod and custom car fan. I had several plans along that line and tried drag racing my mildly customized '55 Chevy. It was hard to find beatable competition for a 6 cyl engine though. But that's another story.

I still and probably always will, have a soft spot for hot rods and customs. That is why I enjoy driving the Rt 66 Fun Run once in a while. The customs and rat rods show a lot of creativity. The big engine hot rods aren't to my taste, though. Since I tried to race a large six cyl against V8s of various sizes I fell into the philosophy of Colin Chapman to: "compete with the lightest chassis and smallest engine."

The Rt 66 Fun Run is a nostalgic trip for me for me, reflecting on the other life I might have had if at that pivotal point in my life my first car had been an eight cylinder instead of a six cylinder. Does that sound like a Robert Frost poem?

The Fun Run used to have an informal parade of most of the cars in attendance (there are over six hundred) up and down Rt 66 as it runs through downtown Seligman. It was nice to watch the various car drive by. This year some of the folks with big engines and tires started doing "burn outs", spin their tires to make smoke. Used to do that when a kid and did not understand the cost of tire rubber. What is different at this event, with the huge 500+ horsepower engines being built now, some of the cars would fishtail. Some would lose control and the car would spin out. One spun out into the side of the street and scattered spectators. It looked really dangerous. This happened a couple of times. Someone called the sheriff. He made a couple of trips up and down the street. Then the whole show/parade was over in half an hour. Very disappointing.

I guess Ron and I got our fix for this event this time and won't be going back again for another four or five years.

The Arizona Mini Owner's Spring into Summer Rally sounds like it will be a real rally although Shirley's email didn't explain whether it would be a Time Speed Distance Rally, a gimmick rally, or other type. In any case it sounds like fun, and it will be in a cooler part of the day.

Hope to see you at the meeting on Tuesday May 10th. George



May 2022 Membership Report:

A recent batch of name badges and New Member Packets were distributed; 3 at the April meeting and 5 were mailed via USPS. Another 2 replacement badges were handed out at the meeting and one mailed. This should satisfy our current demand for badges as there were no new applicants for membership this month.

Membership is holding steady at 128 with 180 members.

By the time you read this, our current club Membership List/Roster should be being compiled and formatted into a distributable format (PDF). The request to update/verify/confirm contact information resulted in more than 15 queries and several modifications. Look for release of the finished document in the coming weeks.

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

Application form on page 19

Calendar of Events

DCTRA & British Auto Events 2022:

May 10th '22 -- DCTRA Business Meeting
May 13th '22 – Friends of Triumph to Payson
May 14th '22 - AMO Spring into Summer Rally
May 14th '22-- Cruise-in for Veterans in Prescott
May ? 2022 --Scottsdale, cruise in Indian Bend MacDonald's
June ? 2022 – An indoor or evening activity?
July ? 2022 – Pool Party – Time and place TBD
Sep 8,9,10 '22 --Triumphest – 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 – 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

NEXT CLUB MEETING

May 10, 2022, in-person a Zoom link will be sent out also.



Minutes

Desert Centre Triumph Register of America DCTRA Meeting Minutes

April 12, 2022

The April 12, 2022 meeting of the Desert Center Triumph Register of America was called to order at 7:03pm by President John Heisser.

Members present at the Denny’s restaurant were: Jim Bauder, Cal Busenitz (Spitfire), Ron Cole, Dave Faulkner (TR7), John Gauthier TR6 Ray Gauthier (TR6), John Horton, Armand LaCasse (GT6), Bob Mazer, Marv Miller, George Montgomery, John and Kathy Nuss, Eddie Ochoa, Pete Peterson, Roger Prior, John Reynolds, Mark Sapp, and Ken Schmidt and Deborah Cooke.

Events: Bob Mazer announced the Arizona Concours is returning in January of 2023.

Treasurer’s report acknowledged. There is sufficient money in the Triumphfest fund as well as the other accounts. There was income from selling the micrometer set and membership dues. Expenses were the Garage Day at Horton’s and name badges.

Technical Report: Armand reported his GT6 has been repaired after an issue with a curb. Using a borrowed alignment tool, the car tracks much better. Randy reported there was a fire extinguisher that will not cause harm to the user. It is smaller than other chemical units though it is rather expensive at about \$80, and the mounting magnet / bracket is about \$15.

Old Business: John Horton thanked all that brought donations to the Andre House. The winner of the Leftover Triumphfest Raffle Prize Raffle was Cal Busenitz; a beautiful blender.

New Business: It was decided to provide a membership list – hard copy – to members. There will be an opportunity to let Marv Miller, Membership Chair, remove any information that members prefer not to be shared: home address, phone number, email address, witness protection program and such.

Meeting adjourned at 7:34pm

John C. Nuss,
Acting Secretary

Horton's Recipes

Submitted by John Horton

English Sausage Rolls

- 1 White onion
- 1 tbsp vegetable oil
- 1 tbsp brown sugar
- 6 sausages
- Zest ½ a lemon
- 1 tbsp breadcrumbs
- 1 tsp grated nutmeg
- 1 tbsp balsamic vinegar
- 500g puff pastry
- 1 egg
- Toasted sesame seeds
- Black onions seeds

Halve the onion and finely slice into slithers. Heat a lidded frying pan over a medium heat with the vegetable oil. Add the onions and stir to coat with the oil. Add the sugar, stir again, and leave to caramelise for 2-3 minutes.

Meanwhile, puncture the sausages and remove the filling from the cases into a large bowl. This is easiest if you squeeze from the middle, encouraging the filling to come out first from one end, and then the other. Discard the cases. Into the same bowl, add the lemon zest, breadcrumbs and grated nutmeg.

Add the balsamic vinegar to the onions, stir, and place the lid on. Reduce the temperature and leave to cook for another 5 minutes.

Sprinkle your chopping board with plain flour. Halve the puff pastry and roll out the first batch to the thickness of a £1 coin.

Remove the onions from the heat and decant onto a plate or greaseproof paper. When cooled, add to the sausage meat mixture. Using your hands, mix thoroughly. Season with salt and freshly ground black pepper and mix again.

Preheat the oven to 360 degrees. **KEEP PASTRY IN FRIG UNTIL THE MOMENT YOU NEED IT.**

Take a third of the mixture, and place in a rectangular shape at the end of your puff pastry, leaving a two-inch margin. Cut the rest of the pastry away on the other side, leaving another two-inch margin.

Break the egg into a small bowl and beat. Using a pastry brush, brush the edges of the pastry with egg. Roll the pastry away from you to form the sausage roll, sealing the pastry on the opposite side. Use the back of a spoon to press into place, and trim for neatness. Brush all over with the egg. Repeat to make two more sausage rolls, using the other half of the puff pastry if necessary.

Line a baking tray with greaseproof paper and lay the sausage rolls on top. Score the tops of each with a sharp knife, creating parallel diagonal lines.

Bake in the oven for 30 minutes until golden and puffy. Brush each with a small amount of egg wash, and sprinkle with toasted sesame seeds and onions seeds. Rest for 5 minutes, and slice in half to serve.

Rt 66 Fun Run

Story by George M Montgomery, Photos by Ron Gurnee

Ron Gurnee and I drove to Seligman on Friday April 29th for the 33rd Annual Rt 66 Fun Run. We planned to drive up Friday morning in his TR7. Thursday afternoon while Ron was out getting gas and food, a Toyota truck hit his, left rear fender severely knocking him sidewise. Consequently, I drove my Suzuki XL-7 up. Not exactly a Rt 66 type of vehicle, but it got us there in comfort.

While this isn't supported as a particular sports car event, I find the diversity interesting. I just like the metal art. In fact this Metropolitan was the closest British car that was there this year.



There were several "late model" cars that fit with this group of fans. The Camaro wasn't customized except for the paint, a candy apple red. It had one of the best prepped and smoothest body I've seen and a most gorgeous paint. This photo doesn't do it justice.



There were a lot of these late '40s sedans that weren't special except for their clean well preserved appearance. The green Buick had an excellent paint job.

Rt 66 Fun Run (cont)



There were a lot of Cobra's. This one parked next to us. Anyone remember the scene in the movie, "Ford vs Ferrari"? Interesting thing to do to your Cobra.



This monstrosity was somebody's toy. A Corvette body stretched to fit over a jacked-up four-wheel drive chassis. I suppose the owner likes it and has fun with it. Guess that's what cars are all about.



There were several of these rat rods. They seem to be getting more popular. The one on the right was completely home made with a BMW motorcycle engine or a three-wheel chassis.

Rt 66 Fun Run (cont)



We thought the Roadkill Café was the best eating house. The '55 Ford station wagon was parked at the same motel we stayed at. We saw it everywhere we went.



Here's Ron posing for me beside a beautiful '30's sedan. A beautiful car. The '49 Ford on the right was a mild custom with tunneled headlights, bull nosed, custom grill and a chopped top. Appleton spotlights set it off. I could not see the taillights as to whether they were modified.



If the cars in this left photo look distorted, they aren't. the little '53 Chevrolet on the left is a miniature. There is a man, I believe from New Mexico, that builds cars in a scale model version. He has been of Jay Leno's Garage with them. The Chrysler (or Dodge or DeSoto or ??) on the right was treated to a mild custom paint typical of the late '50s or early '60s. It has also been lowered almost to the ground and sporting "lake pipes".

Rt 66 Fun Run (cont)



This is my neighbor's '58 Ford Fairlane 500 "Fliptop Box", a retractable hard top. He is from Canada and trailers this jewel here every winter. He bought this car when he was a teenager and drove it on his honeymoon. It is all original and it is beautiful.



The Burro on the left is Walter the mayor of Oatman. He is a 6-year-old alpha-male and very popular with tourist. He's always looking for treats, hence he turned around just as I was about to take this photo. The Boxer puppy on the right was Ron's favorite. He was a very handsome boy. When he saw Ron's camera, he sat down, straightened up and posed. So funny.



These are two of my favorites. I would put a hood and fenders on the black one on the right, but he used it for a race car. Both of these have late model Chevy V8s in them. I would rather have a Ford or Mercury flathead. I know, I'm old school.

Rt 66 Fun Run (cont)



There were some new stuff also, like these two mid-engine Corvettes. Both red but different shade of red. The one on the right was a candy apple red. Both gorgeous. Just don't look like Corvettes. On the right is an interior photo of the Roadkill Café. They have a lot of animal heads, elk, deer, buffalo prong horn antelope. On the back wall is a window case diorama of many other animals in a natural setting.



It just happened that the Rt 66 Fun Run and Kyle Petty's Charity Harley Davidson Ride were scheduled on the same weekend. The Rt 66 Fun Run finished their run at Oatman on Sunday morning. Kyle finished leading his 100-mile bike ride from somewhere ending in Oatman on the same Sunday morning. If you ever thought Oatman was crowded on a holiday Sunday you should have been there on May 1st. In case you aren't familiar with Kyle Petty, (I wasn't) he is the son of Richard Petty, the NASCAR racing star. Kyle races himself as well as a country western band. I was told there were over 100 H/D bikes there. They over filled the parking lot on the right side on the north end of town of town. I got to meet him, He's a really nice guy. Quite a showman with a lot of charisma. Just like most Harley riders.



Technical Corner

The 1976 Spitfire 1500 Start-Up Chronicles (Or: Triumph Trials and Tribulations) Story and photos by Bo Shaw



Well, the recent progress on my 1976 Triumph Spitfire 1500, aka Blue, now completing its eighth year in restoration, has been significant. My daughter's boyfriend came over three weeks ago and helped to install the rear window of the Spit's hard top, and the top is now setting on the car. (See picture.) I still have to get it fully secured and the seals for the side windows are still to be installed, but it is good to have that finally done

My friend West was finally able to visit to help with getting Blue started for the first time. In preparation for the great event, I filled the radiator with coolant a week prior to his arrival. On entering the garage, the next day, I found the drip pan under the Spit filled with said coolant. I located a slight leak where the pipe for the heater connects with the water pump housing, which was subsequently repaired with plumber's tape, and a very significant amount of coolant dripping from the bottom stud of the triad of studs that secure the water pump to its housing, so I concluded (falsely) that the coolant was seeping through the stud hole and sealed it. Filling the radiator once more, I merrily tripped out to the garage the next morning...to find the drip pan once again full of leaked coolant. So, out came my dental mirror and flashlight as I looked over the suspect area again. Turns out, the coolant was leaking from the "weep hole" located on the bottom of the water pump pulley shaft and directly above the previously suspected stud. The seal had failed on a new water pump. I discovered this about five days prior to West's arrival, and so now began a frantic search for a (non-leaking) water pump. An appeal to the club resulted in several kind offers to provide me with some used water pumps, but, fortunately, Delta Motorsports had a new one on hand, which, halleluia, did not leak after installation. I'm still miffed that a new water pump leaked.

So, West arrived from California, and we went to work on getting Blue started for the first time.

But first we had to reset the drive gear for the distributor as the engine rebuilder had not properly positioned it on the oil pump. This was not a big deal, but the Spitfire 1500 does require removing the distributor pedestal to access the drive gear. Proper drive gear position is necessary to get the distributor rotor to index with the #1 cylinder correctly. While we had the drive gear removed, we used a drill motor and an old distributor drive shaft to run up the engine oil pump to prime the engine.

Blue fired easily after about three to four revolutions and ran for 27 minutes to break in the new camshaft, but the engine ran very rough, and I had to control the rpms with the choke.

Technical Corner (cont)

Oil pressure was initially very good at 75 lbs., which seems a bit high (?), but it started to drop as the engine continued to run. When we completed the run, I looked down at the (coolant-free) drip pan to see at least a quart of oil in it! Fortunately, this turned out to be a minor problem. I had not tightened the oil pressure line to the oil pressure gauge enough, and thus the leak. Once tightened, there were no further oil leaks and pressure at idle remained at 75 lbs.

And thus, on to the next problem. We started Blue once again to adjust the twin SU carbs, but the Spit still ran extremely rough and would not respond to tuning efforts. West quickly suspected that the front carburetor was not getting any fuel. So, we stopped and looked into the fuel bowl of the forward SU. Indeed, there was no fuel at all in the bowl, while the fuel bowl of the rear SU was full. Now, in the Spit, the fuel leaves the fuel pump, travels to the fuel bowl of the rear carb, and is then routed to the fuel bowl of the forward SU carb by a crossover line. As it turns out, the person that I had rebuild the SU carbs had installed the incorrect float bowl lid on the rear carb, and this lid had no provision for routing fuel forward. What was thought to be the output line from the rear lid was a vent. Thus, no fuel. I don't know if the wrong float bowl lid was installed during the rebuild or if the carbs had come that way, (they were sourced, along with the intake manifold, from a wrecking yard in the UK), but it was still exasperating. So, West and I then cobbled up a bypass line that would feed fuel to both carburetors.

Next problem: We started Blue up once again, and he was running much more smoothly in spite of desperately needing to be tuned, when West frantically signaled me to stop the engine. Fuel was squirting from the base of the fuel pump outlet pipe! Again, a failure of a new part. (Are you starting to see a pattern here?) So, that pretty much put paid to West and I being able to accomplish any more carb tuning while he was here, but I still think that we accomplished quite a bit. At least, Blue is now a running vehicle!

As far as the defective parts go, I was able to obtain a used float bowl lid of the proper type and a new (hopefully functional) fuel pump from Delta Motorsports. (Its proprietor, Mike, and I are becoming best friends.) Both of the parts are now installed on Blue, but, as you may now suspect, still not without issues. The fuel lines on Blue are of the 1/4" id (inner diameter) variety, but the new fuel pump will only accept 3/8" id lines. I've acquired a set of 1/4" to 3/8" fuel line adapters and am in the process of installing them.

Wish me luck. Bo

Our web master



DAVID W. RIDDLE

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

PO Box 30724 TEL: 480-610-8234
MESA, AZ 85275-0724 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

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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

CLASSIFIED ADS: (cont.)

FOR SALE: Spitfire, GT6, & TR Drivetrain Parts

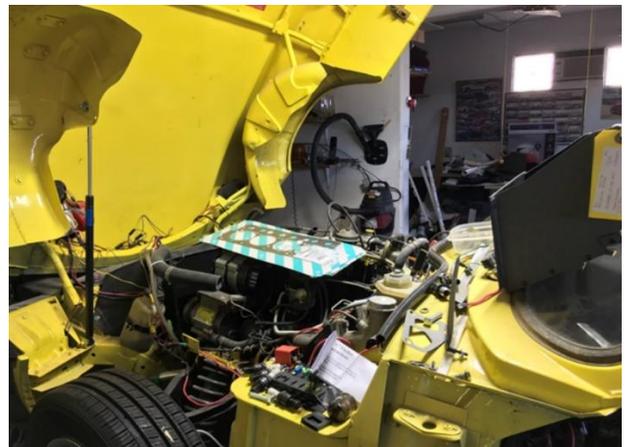
Cleaning and organizing the garage means it is time to sell the following parts located in Scottsdale, AZ. Call Armand at (602) 525-2602 for more details:

- 1296 Engine – Spitfire MK 3 - # FC 20771 E
- 1296 Engine – Spitfire MK 4 - # FK 2222 HE
- 1296 Engine – Spitfire MK 4 - # FK 3085 HE
- 4.11 Differentials – Spitfire MK 1-3 – Small Flange
- 3.89 Differentials – Spitfire MK 4 / 1500 & GT6 – Large Flange
- 3.27 Differential – GT6 & Spitfire MK 4 / 1500 – Large Flange
- 3-Rail Gearboxes - Spitfire MK 1-3 – Small Flange
- 3-Rail Gearboxes - Spitfire MK 4 – Large Flange
- Single Rail Gearboxes- Spitfire 1500 – Large Flange
- TR3B Gearbox – All Synchro – # TS 1338
- TR4A Gearbox – All Synchro – # CT 57916
- TR6 Gearboxes
- TR6 Engine - # CC26635 HE

8 Ton Hydraulic Press for sale - \$40
Call Armand at (602) 525-2602.

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

CLASSIFIED ADS: (cont.)

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!

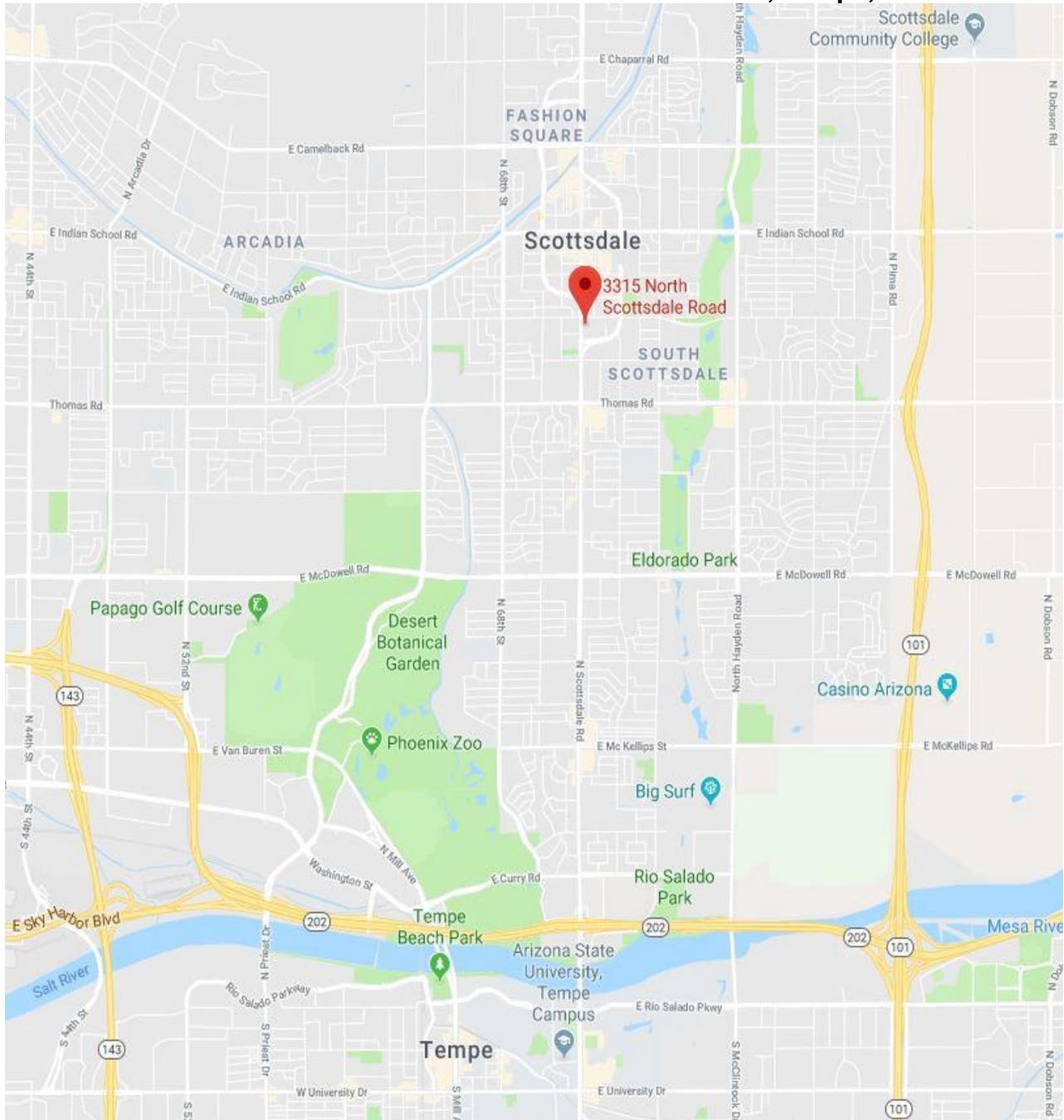
Michael Samuels
305-213-8550
Paradise Valley

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 _____

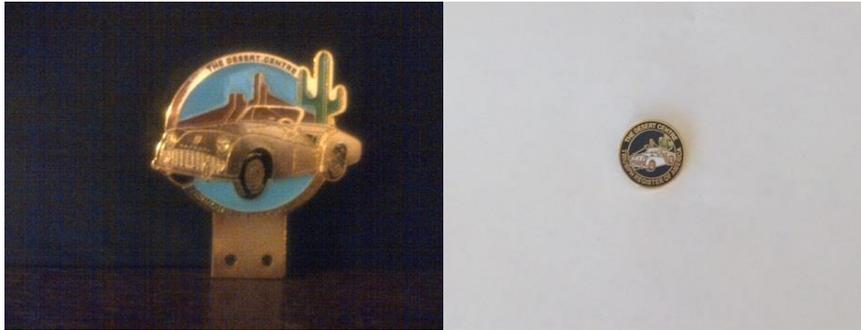
How are you paying your dues: CHECK _____ CASH _____ PAYPAL _____ (add \$2.00 process fee)

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:

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.texas triumphregister.org
Delta Motorsports	www.deltamotorsports.com
C.A.R.S of Phoenix	www.englishbawbsclassics.com