

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE – TRIUMPH REGISTER OF AMERICA
Founded: 1980



Triumph Register of America

◀ Back



A rare 1949 Triumph 2000

October 2018
Vol 39, Issue 10
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NEXT CLUB MEETING

October 9, 2018

BUSINESS MEETING

Starts @ 7:00 p.m.

Denney's Restaurant

3315 Scottsdale Road; Tempe, AZ

2018 CLUB OFFICERS

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jknuss@live.com

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ADVERTISING

ONE YEAR placement in the newsletter **AND** a link on the www.dctra.org **website:**

AD SIZE – COST

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½ PAGE.....\$60

¼ PAGE.....\$ 35

BUSINESS CARD:....\$25

Cover: Bob Kinderlehrer's Triumph 2000 Photo: George Montgomery

Prez Sez – October 2018

John Nuss, President

The best plans...

On the way home from the latest DCTRA trip to the Penske Museum, I stopped in Mesa to visit friends. After the visit, the car wouldn't start. It appeared the starter was the problem. I called Triple A and the driver suggested we just push the car. The car started immediately and ran well all the way home. I ordered a replacement starter – one of the gear reduction type - and then started in on the car. (I've changed starters on the Spitfire several times and usually make more work for me because I didn't read the manual. Amazing, following the directions, it came right out.) Caught in the armature spring was a piece of flat metal. Looks like some part of the clutch broke. Plan B, I put the newly assembled head on Kathy's car, and after some fussing and whining, it was together and running well. Friday, on the way to Pinetop for the Run to the Pines, I drove as far as Florence Junction and noticed the oil pressure dropping. Added a small amount of oil and started the car; pressure looked good. It began dropping again from about sixty PSI at start-up to less than twenty PSI in a matter of minutes.

We didn't drive the car to the Run to the Pines and it looks like we'll be driving the Herald on the Voyage. Can you imagine Phoenix to Cottonwood at forty-five miles-per-hour? Maybe to VW is a better solution.

Triumphs were represented in Pinetop Lakeside by one Spitfire from Tucson. Other British cars at the show were three or four beautiful Austin Healys, three MGs and a Rolls Royce. Are Cobras really British cars now? There were three and not one claimed to be a Cobra from the early years. The show field had many street rods, scores of Mustangs and Camaros, and one Kaiser Darin. One of the interesting classes was the Rat Rod class. The cars look like someone put all kinds of stuff on a vintage chassis- a Gremlin body on a truck frame, or old wrenches as bumpers.

Maybe on the "off year" of Triumphest the club may visit the show.

I'm looking forward to pictures and stories of the 2018 Triumphest.

It looks like the season of shows and other events is beginning. It is certainly time to drive our Triumphs.

John

EDITOR'S DESK

George M Montgomery, Editor

My trip to Triumphest got off to a bumpy start. On the way to meet with Ron Gurnee a small SUV almost ran me off the road. Forty years of driving these little cars have taught me to watch other traffic. Not just their movements and turn signals (if any) but their eyes and head movements. These are additional clues of what another driver may be anticipation to do and not watching for you. While dodging the SUV, I missed my turn to meet Ron and had to go 4-6 blocks out of the way. Through a

chain of errors Ron drove on to the meeting place with Craig Kenyon, John Reynolds and Jim Bauder at a Quick Trip station for breakfast on the west side of Phoenix. I was to meet them there.

Just a mile from the QT exit, I had a flat tire. By the time the tire was change, the trunk repacked, and I got to the QT, the other guys had left. For the rest of the morning, it was a game of catch-up all the way to Parker, AZ. I kept missing them at each stop. Ron waited for me at Parker. He'd been having trouble with his car starting; first the battery, then the alternator. I was fine driving on the spare tire, but Ron was plagued with starting problems until we arrived at the hotel in Sacramento. There he found that the regulator in his new alternator was malfunctioning and was overcharging the new battery. Both had to be replaced.

The drive back home started out following Craig, John and Jim on Hwy 50 and Hwy 395 though part of the Sierra Mountains. What a beautiful drive! Tall pine and fir trees, rugged, rocky cliffs and sweeping mountain turns that make these cars fun to drive. Once out of the mountains and on the desert floor again it got hot. I did not have the top on my car completely attached and was driving in the sun the whole trip. Thus, I let the others go on so I could stop at highway rest stops frequently to cool down and avoid heat stroke.

We were watching hurricane Rosa as she came up from Mexico and heading for Arizona. The other guys wanted to get home before the rain got there. I thought the rain would get to AZ earlier than they anticipated. I took my time and spent the night in Barstow, CA. Jim said they arrived in Tempe about 1pm in the middle of the rain. I arrived in Quartzite Valley about 3:30 pm and was greeted with a slight mist. As long as I kept moving I would not need the top. I didn't even have to turn the wipers on. Across the West Valley and Phoenix was a light sprinkle that would dry up before it started again. Though Phoenix traffic got heavy and sometimes creeping or stopping, I arrived at my house about 4:45 dry. The rain began again about 30 minutes after I unpacked the car. Someone's looking out for me.

Thanks for your patience in waiting for this newsletter, I wanted to get all photos and articles about Triumphest gathered. I knew that you would want to know about it. I am very proud of our own Deborah Cooke for winning the President's Choice award with her 1970 Spitfire, Smedley. This is an award that the collective presidents of all the participating Triumph clubs select apart from the funcours, concours and any other event. It is selected by the presidents at their presidents meeting based on their memory, notes and their feeling of the best car in attendance. A big kudu should go to her husband and mechanic for his work in keeping the in such pristine condition. Congratulations guys!

Our next business meeting will be on October 9th. I would like to see you all there, okay?

George

October 2018 Membership Report:

DCTRA Membership Chair, Marvin Miller

Membership Report October 2018

Two new Members have joined the Club in September. John Carroll, who lives in Sun Lakes, has owned TR's in the past, and is currently looking for a white 1970-74 white TR6 w/ OD. John was announced at the September meeting and attending was Don Taylor from Phoenix. Don is not new to LBC's but is new to Triumph and has recently acquired a 1965 Spitfire he hopes to restore. Let's all welcome these two newest Members, and I expect they will have many questions for some of our more knowledgeable experts as time goes on.

With the addition of these 2 new Members the Club Membership total is 105 with 159 Members.

An order for 7 Name badges was placed with our vendor. If you have joined the Club in May or later of this year, your badge has been ordered and I hope to have it available at the October meeting for pickup.

See you at the Business Meeting October 9th!

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

Application form on page 21

NEXT CLUB MEETING

October 9, 2018

Dinner & Social Hour Starts @ 6:00 p.m.

Business Meeting Starts @ 7:00 p.m.

Denney's Restaurant

3315 Scottsdale Road; Tempe, AZ





Minutes

Desert Centre Triumph Register of America September 2018 DCTRA Meeting Minutes

The Sept. 11, 2018 meeting of the DCTRA was called to order @ 7:02 @ Denny's Restaurant in Scottsdale AZ by President John Nuss.

Members present: Jim Bauder, Pete Bowen, Ron Cole, Phillip Couture, Ron Gurnee who drove his TR7, John Horton, Betsy Kavash, Chuck Kerzan, Mary White, Bob Mazer, Marv Miller, George Montgomery, Dave and Denine Mure, John and Kathy Nuss, Mark Peters, Ron Price, John Reynolds, Don Taylor, Marie Thompson.

One Guest: Gene Glenn

Minutes: Last month's minutes were approved as they appeared in The Newsletter.

Treasurer's Report: Armand LaCasse announced that he & previous Club Treasurer Kathy Nuss met with Bank of America and finally have the account's bank card.

Membership: Marv Miller announced that a new member has joined Online. And he introduced another new member present at tonight's meeting, Don Taylor. Don owns a '65 Spitfire. Present tonight were 22 members. Current membership is 105 with 159 members. Marv also mentioned that anyone needing a name tag should see him.

Events: John Horton announced the Penske's "Cars and Coffee" Sept. 15 at The Village Inn in Scottsdale. He reminded us of upcoming annual Triumphfest in Sacramento Sept. 27 - 30. Also the British Vintage Voyage October 6 - 7. The Christmas Lights event is December 22. January's meeting will be held January 6, 2019 at The Spoke & Wheel; 8500 N. Central Ave. This is The Club's Election of Officers Brunch.

John Horton opened a discussion regarding this year's Holiday Charity Donation. John is suggesting we increase last year's donations of \$ 250 each to 3 charities. Further discussion was floored until later.

Technical: John Horton thanking all who helped him with repairs on his TR6.

Old Business: None

New Business: John Nuss recommended that a committee be formed to consider the proposed changes to our Christmas Donations. Armand will review to report our financial history of donations and the viability of increasing these.

John Nuss asking for suggestions/volunteers for a place for the Annual Christmas Party. And for members to give thought to a Slate of Officers for January meeting.

Ron Gurnee handed out brochures for his recommendation for a car cleaning service.
Ron Cole asking for help with his TR6 rebuild upon his upcoming retirement.

Motion to adjourn passed at 7:29 pm

Minutes Respectively Submitted

Mary A. White, Secretary

Calendar of Events

DCTRA & British Auto Events 2018:

October 6 & 7, 2018 – British Vintage Voyage – Cottonwood, AZ

October 9, 2018 – DCTRA Business Meeting. 7pm (6pm for dinner and social)

October 12, 2018 - Jaguar club concours San Marcos hotel in Chandler

October 14, 2018 - Jaguar breakfast 6401 W. chandler

November 4, 2018 - MG Club Wheels on The Green, MG Club, 9875 N. 85th Avenue; Glendale AZ

November 10, 2018 - Jaguar drive out west 08:30 at the Wigwam hotel

November 17, 2018 - Bandara Picnic in Wickenburg AZ

November 22, 2018 - Thanksgiving Day Parade @ Fountain Hills?????

December??? – DCTRA Christmas Party???

December 22, 2018 – Christmas Light Tour

January 6, 2019 – Election Brunch; Spoke & Wheel; 8500 N Central Av; Phoenix

Regular Occurrence Events

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, Alpino's at Troon

Cars N Coffee – 3rd Saturday of the month, Penske Auto Museum

Pavilions McDonald's - every Saturday night. 101 & Indian Bend.

Technical Corner

By John Horton

BROKEN BOLT PROBLEM

We all have had broken bolts to deal with, I know I have been there. I saw a couple of neat fixes on the web, the source of all knowledge. If the bolt is broken below the surface and there are threads, you can probably remove it.

First you can shock it with a center punch a couple of times, then apply some heat but don't melt and aluminum that the bolt is in. Then spray some penetrant and allow it to work. There are devices called hinge drills that come in common sizes that will center the drill and allow a centered hole.

You can also chuck up a same size bolt in a lathe and drill a hole to allow a drill. You can screw this into the hole and drill the bolt allowing an easy out to remove the broken bolt.

John

A New Triumph Model?

Julian Anderson reported that while he was sitting on an airplane awaiting taxiing away from the terminal to the runway, he casually looked out his window and watched the ground crew there, preparing the airliner for flight. He was surprised to see one particular piece of equipment.

"I had no idea that there was a successor to the TR250 until yesterday...at Sky Harbor". Julian Anderson



Triumphest 2018

Well Triumphest 2018 is now history. If you didn't get to attend, you missed a fun experience. I did not get attendance count yet. It was at the Hilton Sacramento Arden West, a beautiful venue. Craig Kenyon, John Reynolds, Jim Bauder, Ron Gurnee and I, George Montgomery, caravanned there and back, albeit, via different routes. Yeah, ask me about it sometime. Deborah Cooke and Ken Schmidt and Bo and Laureen Shaw also attended by different route.

Friday night's Hospitality Party was quite unique. I don't remember an event at Triumphest like that before. It was a costumed party based on the '49'er Gold Day Rush Days. There were themed games to play and a BBQ dinner that was delicious. And there was a live band.



Plant the gold tooth on the miner



Assayer's office for turning winnings for gold



The band



Attendees renewing friendships

Triumphest 2018 (cont)



People in costume



Ken Schmidt, Deborah Cooke and Richard White

The Funcours and the Concours car show were held in the parking lot at the rear and on the sides of the hotel.



Triumphfest 2018 (cont)



Triumphfest 2018 (cont)



Smedley won the Presidents Choice Award for Triumphfest 2018

Our Web Master

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

DAVID W. RIDDLE
20% Labor Discount for DCTRA Members

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

Smedley's Story

Article & photos Deborah Cooke

Shortly after I learned to drive, I bought my first car, a 1963 Spitfire. I wanted something that looked sporty but wasn't too fast. Be careful what you wish for! I drove that for a few months, while I went to my first summer job. It needed quite a few things, and broke down regularly, but it allowed me to earn enough money to purchase a much newer (1970, oh, it was only four years old) Spitfire. The first Spit was sold, and my British racing green Spitfire became my transportation to high school and a job. Because all cars need a name, I called it pickle, for the color, but that name never really stuck. For reasons I can no longer remember, the car was dubbed "Smedley."

Since I was never a fan of dark colors, I knew that a repaint was in the immediate future. In fact, it was my very first tax return check that paid for the paint job. When I took in a two inch sample paint chip, the body shop owner looked at it dubiously and said, "lady, are you sure?" I informed him that while it might be an unusual color for a car, it was my favorite color. When I went to pick it up, all shiny and spiffy, he told me, "you, know, it doesn't look as bad as I thought it would!" Not exactly high praise. Three months later, my sister backed into it with her car, and another trip to the body shop ensued.

I drove it everywhere, including several late night trips between my new home in Santa Barbara and Phoenix. Eventually, I acquired another car as my daily driver, and Smedley was relegated to only occasional use. There were times when he didn't run well, and I learned to do a few simple roadside fixes myself.

When I met Ken, it was because he worked for the shop where I took the replacement car for repairs. I married my mechanic. It was kismet. In addition to keeping the daily drivers operational, Ken undertook the task of bringing Smedley back to operational status with an engine rebuild. A year or two later, I was stopped at a light and the driver behind me didn't stop. The damage was severe enough to require a whole rear clip. Because the paint would never match, we had the whole car painted again.

We continued to have fun in the Spitfire, but it wasn't until 1986 or so that we heard about DCTRA. We have been members ever since. We attended various events here and there, but only started going further afield after Ken installed an overdrive, sometime around 1997. We've only missed two Triumphests since then.



Smedley's Story (cont)



We have had Smedley so long, that he is now a part of the family. We have even had a couple of birthday parties for him. Friends show up (possibly because alcohol is involved), and there are sometimes even presents. It's a hoot.

In the last few years, we decided to take Smedley off the road again for a complete redo. The paint job was by then about 25 years old and showing its age. But there was no question that it would be repainted in some form of "Smedley green." The guys at Redbird did a wonderful job, and Ken rebuilt the transmission and engine while it was at the body shop. Lots and lots of pieces were chromed. Ken engineered all sorts of modifications and will happily tell you about them. At length. It took ages, but eventually Smedley was back on the road and ready to be enjoyed again. And I do. The car is absolutely glorious, inside and out. All credit for its current state goes to Ken. He hired out the paint, upholstery, and chrome, but all the rest is his doing. Most people have the good sense not to keep the car they bought at sixteen, but all these years later, Smedley is still in our garage, and looking better than ever.

British Wheels On the Green

Dear British Car Owner,

British Wheels on the Green 2018 is November 4 at Peoria Centennial Plaza.

Although we have many beautiful cars, this is very much a **come as you are** gathering of British cars manufactured up to 1990. The plaza opens at 7:30 a.m. with vehicles in place 9 a.m. to 1:30 p.m.

The dead line to register is fast approaching. On-line registration closes October 15. Mail registrations must be postmarked by October 12.

You will find all the information you need at <http://www.britishwheels-az.info/>.

It would be great to see you and your car again!

British Wheels on the Green

November 4, 2018

The AZ MG Club 2018 ***British Wheels on the Green*** car show is November 4 at the beautiful Peoria Centennial Plaza, 9875 North 85 Avenue, Peoria, Arizona. We are inviting owners of British cars manufactured up to the year 1990. Judging will be provided by peers as well as a ***Peoples Choice*** award.

**ADVANCE REGISTRATION \$30.00 PER VEHICLE:
Postmarked no later than October 12**

Mail registration or

Register and pay by PayPal at www.britishwheels-az.info

On line registration deadline is October 15

- *The organizers reserve the right to refuse and limit entry.*
- *Vehicles must be present to receive awards.*
- *No Exceptions Closed Gate Policy. Show entrants are required to leave their vehicle in place for public viewing and for the safety of show guests until the conclusion of awards at 1:30 p.m.*
- *The number of awards per classification will be determined by **ADVANCE REGISTRATION** on the October 12th deadline.*

Those who register will receive an acknowledgement receipt of registration. Please present acknowledgement to the staff before parking your car on the day of the show.

PLEASE CHECK OUR WEBSITE FOR UPDATES @ www.britishwheels-az.info

Questions?

Contact Delores Bean (623) 975-3823
or email: dmdjbean@gmail.com

PLAZA OPENS AT 7:30 A.M. WITH VEHICLE IN PLACE 9:00 A.M. - 1:30 P.M

RAIN DATE: November 18th

PLEASE MAIL YOUR COMPLETED REGISTRATION TO:

British Wheels on the Green - Arizona 2018
c/o D. Bean
8809 W. Bloomfield Rd.
Peoria, AZ 85381

Registration	#	@ \$30.00 per vehicle	
2018 Poster	#	@ \$3.00 each	
T-Shirt	#	@ \$20.00 each	
(Circle Size) S M L XL			\$ TOTAL

CHECKS SHOULD BE PAYABLE TO "AZ MG Club"
THANK YOU.

Please print clearly

Name of Owner _____ Phone _____

Street Address _____

City _____ State _____ Zip _____

EMAIL _____ Marque _____

Year _____ Series _____ Color _____

Waiver & Disclaimer:

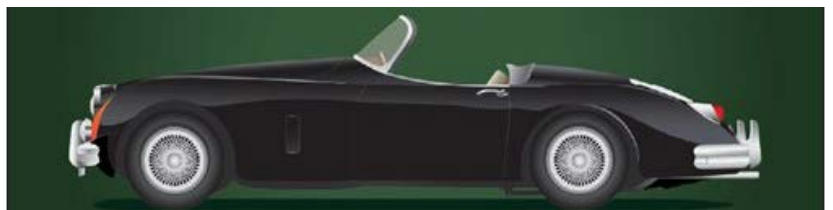
In consideration and the acceptance to the Arizona MG Club British Wheels on the Green, the undersigned vehicle owner and/or participant hereby fully and conditionally agree to the following: To release Arizona MG Club, their representatives, agents, and members from any liability, risk of personal injury, loss or damage to property and to assume all risks including; civil disturbance, riot, public commotion, negligent acts or violence of third parties arising from or related to the November 4th, British Wheels on the Green - Arizona 2018. No alcoholic beverages, firearms or glass containers permitted. Warrant that the undersigned has personally read the above rules, maintains a valid auto liability policy, and will abide by said rules and regulations and the event policies on day of show.

Name (PRINT) _____ DATE: _____

SIGNATURE _____

Must be signed and dated to complete registration, entrance, and participation in event.

NO REFUNDS



CLASSIFIED ADS:

1971 TR6 Available for Purchase:



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.

Lucas battery, tools, grille badges, and other regalia. - It won a Gold trophy at Triumphfest 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 \$17,000 within DCTRA (non- DCTRA: \$18,500). Contact Pam at pueblodesign@gmail.com for more photos, questions, etc.

0617

FOR SALE:

Top for TR3

White on top is where I started to sand. The top hasn't been repaired. I'll take \$350 for it the way it sits.

Now Reduced to \$100



Mark Sapp (602) 625-8491

0617

FOR SALE:

4" simple vice - \$5; 1,500 pound ATV hydraulic lift - \$50; Spare tire 185SR15 redline tire – FREE

I am selling 6'5" by 12 feet two wheel trailer for my daughter. it cost almost \$2,000 She wants \$1,500.

John Horton - triumphshoppe@gmail.com, 602-705-8678

0618

CLASSIFIED ADS: (cont)

FOR SALE:

TR7 top, fiberglass, appears to be in good condition and some assorted TR7 parts- including a set of TR7 carbs. The owner is a former club member, also selling the Renown. One hundred dollars takes all the TR7 parts. The same person is helping the widow so call Don Johnson 602-931-2859.



0617

FOR SALE:

1959 TR3A. A restoration, but a few years old. The gentleman that restored is willing to part with it. It started easily and drove around the neighborhood. The underside is clean, no rust and no oil or grease visible. Comes with a lot of extra parts. The car is being sold by the owner's son-in-law and daughter; Mesa, AZ. \$20,000. Call Mike West 480-325-3246.



0617

Wanted:

Wanted TR250 or TR6 (no 3 / Very Good) condition that is looking for a good home, garage kept and will be well fed. You can reach me at timothyemaxwell@gmail.com
Tim Maxwell, Texas Triumph Register Member, TTR Houston, TX

0818

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 \$26,000

Contact me for other questions:

Jack Morris
(C) 817.401.2549
jack@ppitx.com

0918

CLASSIFIED ADS: (cont)

FOR SALE:

1966 Spitfire Mk II, Great body, runs good, clean title, needs bushings in transmission replaced. I have poor health, need to be sold \$6,000 obo.



Harold Berger, Phone (513)-594-9235
bsberger@cox.net
10443 W. Roundelay Circle; Sun City, AZ85351

1018

FOR SALE:

Triumph seat covers

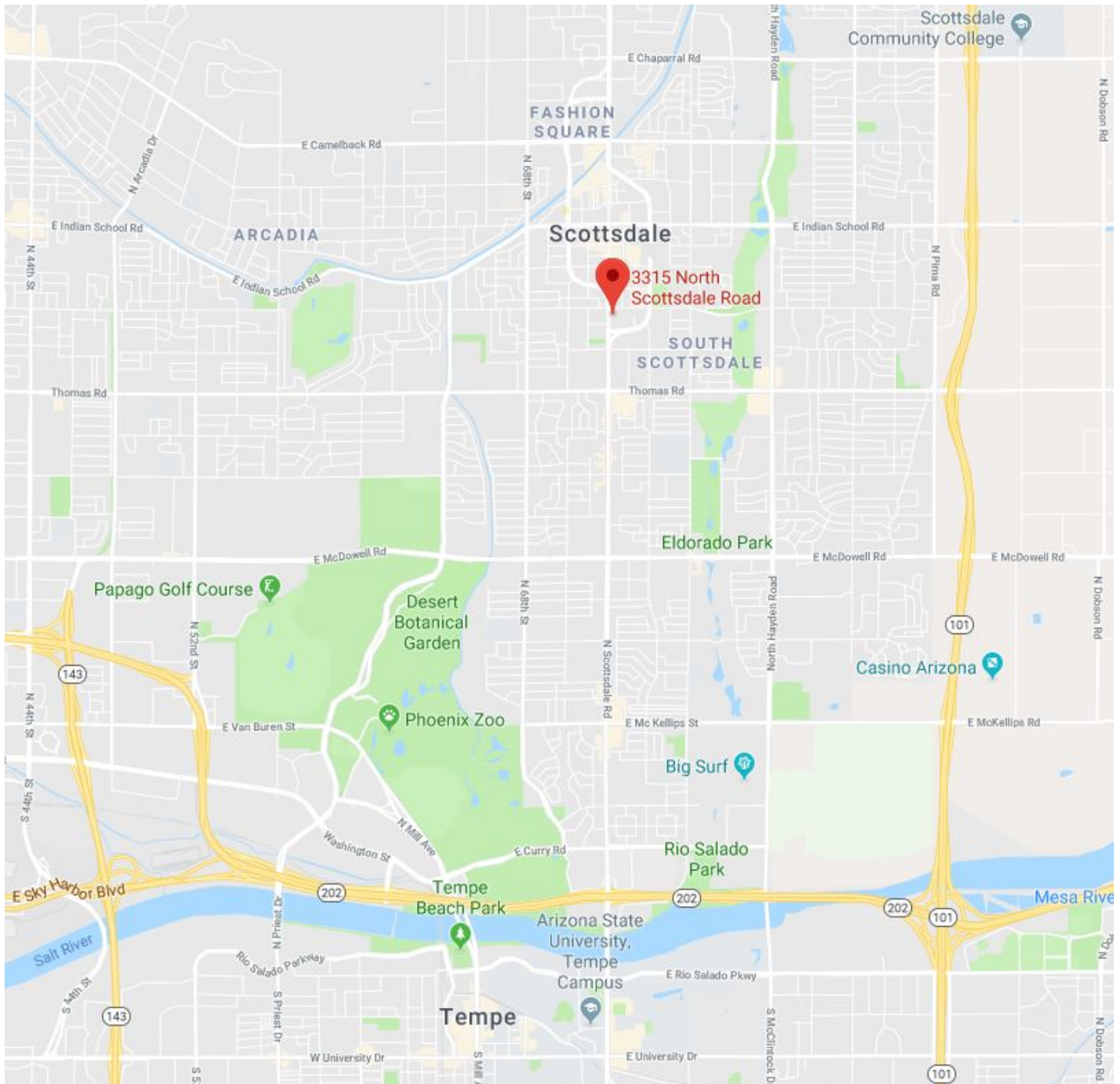
Hi. My husband and i used to be members of the club many, many years ago but my husband always had health issues so we were unable to participate. We used to have a beautiful burgundy 1974 Triumph Spitfire. The car found a new home but we found out later that we still had 2 black front seat covers in black with a white Triumph logo. I am writing in the event that anyone in the club would be interested in purchasing them. I would sell the, for \$50. They were never used and are in perfect condition. My cell is 602-740-1088. Thank you. Jill Burns, wburns@strategz.com

1018

Notice:

If we run an ad here for you and you sell the item, please **let us know when it has been sold** or at least no longer for sale. I'm sure that you don't want potential customers to keep calling you but if you don't let us know... we won't know. Don't just telephone but send an email so we'll have a record of it. Thanks, Editor.

DCTRA Club Meeting Location:





DCTRA MEMBERSHIP APPLICATION

PLEASE PRINT and return completed form with correct amount of dues to:

DCTRA

Marvin Miller, Membership Chairperson

780 W. Coolidge St. Phoenix, AZ 85013

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)

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