

# TRIUMPH TRUMPETER

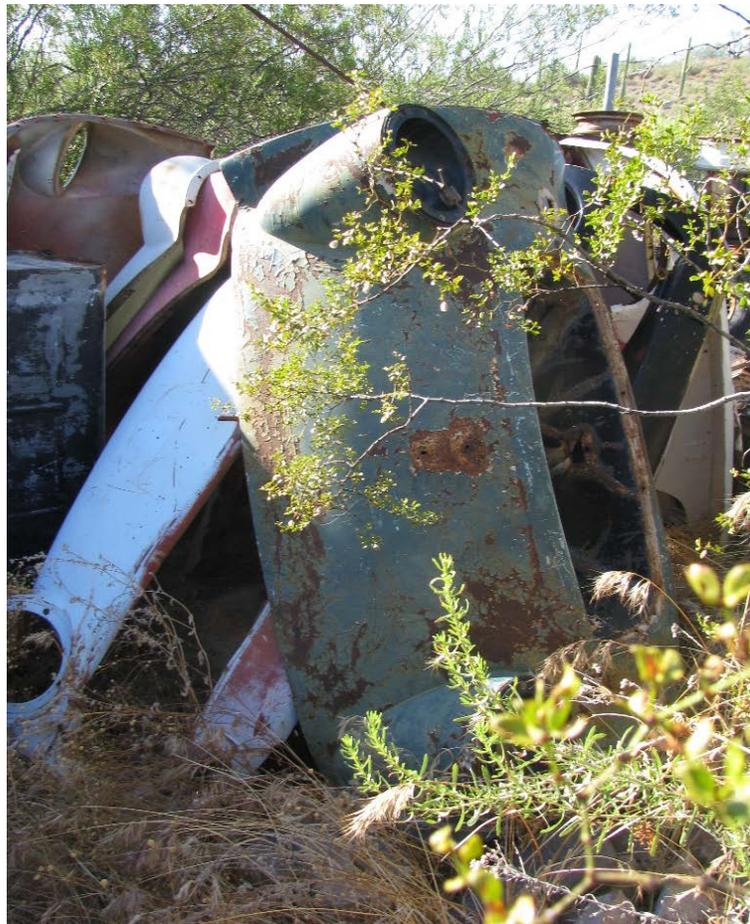
OFFICIAL NEWSLETTER OF  
THE DESERT CENTRE – TRIUMPH REGISTER OF  
AMERICA

Founded: 1980



*Triumph Register of America*

◀ Back



Noses in the Boneyard

**September 2020**

**Vol 40, Issue 9**

<http://www.dctra.org>

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## NEXT CLUB MEETING

September 8, 2020

→ **Meeting To Be Zoomed** ←

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

**Denney's Restaurant**

3315 Scottsdale Road; Tempe, AZ

## 2020 CLUB OFFICERS

### President

John Heisser  
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johnheisser@cox.net

### Secretary

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spook2488@yahoo.com

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## **2020 Appointees**

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big.blue.truck@live.com

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### Newsletter Editor

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georgemonty32@gmail.com

## **ADVERTISING**

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

### **AD SIZE – COST**

<b>FULL PAGE....\$100</b>	<b>½ PAGE.....\$60</b>
<b>¼ PAGE.....\$ 35</b>	<b>BUSINESS CARD....\$25</b>

**Cover:.** Photo by Bev Peterson

# Prez Sez – September 2020

John Heisser, President

I have found one of the best ways to combat the lack of usual human contact due to social distancing is to keep busy, I'm sure many of you are doing the same. So I got busy with a few projects or goals I wanted to finish by the end of the month.

First I finished phase one of my front yard redo so now I have a really nice looking front yard rather than the ugliest one on the street.

Next was getting my 1983 Montgomery 15 sailboat out on the lake for the first time, I was really pleased how well it performed especially with the 15 to 20 MPH winds which come up in the afternoon. A friend and I had a day full of adventure and a few misadventures, we got back safe and sound and now I have new list of improvements to make to it.

Last but certainly not least, I wanted to finish some repairs my TR8, I've been busy the last few months and it has been ignored so I really wanted to get it back on the road. With the repairs complete I was ready to start it and take it on a test drive. The engine had not run in a few months so I turned the engine over until the oil pressure light went out then left the key on so the electric fuel pump would fill the carburetor. I had the air cleaner off so I could adjust the idle mixture and speed, as fuel flowed through the filter everything was looking good, then I saw fuel running out of the carburetor jets, not a good thing! I quickly turned the key and battery switch off. After quick search on the internet on how to adjust float levels on a Holly carburetors, I was able adjusted the front float, but the back is still letting some gas through the jets. So I ordered a rebuilding kit for the carburetor and also decided adding a fuel pressure regulator was a good idea. The carburetor rebuild has been completed but I'm still waiting for the pressure regulator to arrive, I'm thinking that a new fuel pump may also be needed.

So the repairs continue, which made me think of the military term "mission creep", the definition being "a gradual shift in objectives during the course of a military campaign, often resulting in an unplanned long-term commitment". This idea of "creep" is applicable to our hobby it could be called "repair creep". I'll offer this definition; A sudden shift from minor maintenance to major repairs resulting in an unplanned long term commitment to Visa, Master Card or American Express". I have heard many fellow car enthusiasts say "since I had it apart" or "one thing lead to another" I'm sure we can all relate. A simple repair of installing a new \$8.00 seal to repair an oil leak on my TR8 ended up costing several hundred dollars and several days labor. When I am finished I will write a tech article about all the "one thing lead to another (s) with side of "since I had it apart".

I would like to say how much I enjoyed Julian Anderson's article I found it to be very humorous. Also John Nuss's article about visiting the Flight 93 Memorial, those passengers who tried to take back control of that airplane are truly heroes! Hope all of you had a good month, are well and safe.

Thx, John

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## EDITOR'S DESK

George M Montgomery, Editor

I want to thank Bev Peterson for her contribution this month for the cover photo. This is the second month that she has provided an artful, whimsical photo of Triumphs. She's found a mother lode of subjects.

John Nuss sent a report about his BYOB Breakfast. Very clever, John. As we start getting cooler weather maybe we'll get more attendance. He had a couple of other articles with photos one about cruising in Ohio in a 1968 AMC Javelin. A story of nostalgia. He also had an article about getting the younger set started with vintage cars and standard shift transmissions.

I found a technical article I'd read some months ago on Hemmings Motor News. This article is about getting things done allowing just 30 minutes a day. If you are a procrastinator like me, you should find this idea very helpful. I did. I started using it that first week and began a progress on projects I've put off until I could get "a round tuit". I actually have a round tuit. It is wooden and in a drawer someplace here in the house, but it apparently doesn't work. The aforementioned article does. If you don't have the self-discipline that our president, John Heiser has, try this technique.

The Hemmings Motor News is a free email newsletter sent out daily. It covers classic cars, sports cars and muscle cars, etc. All kinds. If you don't receive it let me know and I will send you a link. I find a lot of articles and stories about unusual cars and car care.

One more thing I want to mention this month. Since we all seem to have extra time on our hands, I like to start a new game. There is a new word or two here within the golden pages of this newsletter. "Mission Creep". See whether you can find it and send me a message on the DCTRA BB. The first to let me know will win this month's prize, a free color copy of the newsletter.

I hope to see you at our Zoomed meeting on the 8<sup>th</sup> at 7:00pm.

George

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## September 2020 Membership Report:

There is nothing new to report for this month.

Club memberships remain unchanged at 98 with 141 members.

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

**Application form on page 22**

Meeting at Denney's  
Meeting Canceled

**NEXT CLUB MEETING** Business Meeting Starts @  
7:00 p.m. **September 8, 2020**  
A Zooming address will be sent out.



## Minutes

# Desert Centre Triumph Register of America August 11, 2020 DCTRA Meeting Minutes

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

**Members present:** George Montgomery, John & Kathy Nuss, John Carroll, Marv Miller, Jim Bauder, John Horton, Rick & Linda Hartman, Pam Rineholt, Ron Cole, Ron Gurnee, John Heisser, Dave Riddle, Michael & Bonnie Bulfer, Chuck Kerzan, Mary White.

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

**Treasure:** The August meeting of DCTRA was conducted via Zoom, hosted by John & Kathy Nuss. The meeting was **called to order by John Heisser, President @ 7:05 p.m.**

**Members present:** George Montgomery, John & Kathy Nuss, John Carroll, Marv Miller, Jim Bauder, John Horton, Rick & Linda Hartman, Pam Rineholt, Ron Cole, Ron Gurnee, John Heisser, Dave Riddle, Michael & Bonnie Bulfer, Chuck Kerzan, Mary White.

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

**Treasurer Report:** Armand LaCasse had nothing this month to report.

**Membership:** Marv Miller had no change in membership to report.

**Newsletter:** George Montgomery had nothing to report regarding The Newsletter.

**Technical:** John Heisser reports that his TR8 started with no fuel system problems.

**Old Business:** None

**New Business:** Ron Cole gave updates from The Triumphest Committee meeting held earlier. Ron reviewed the various Chair Persons for the committees, except Autocross as Chair Person not yet assigned. Ron had hoped to have Triumphest Website up & running by September but, due to the cancellation of this year's Triumphest in San Diego, this can now be postponed until January.

Chuck Kerzan displayed the newly arrived Patches and 40th Anniversary Emblem.

Motion to adjourn @ 7:33 p.m.

Respectfully Submitted,

Mary A. White Secretary

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# Calendar of Events

## DCTRA & British Auto Events 2020:

Sept 8<sup>th</sup>-DCTRA Business Meeting **Meeting to be Zoomed**  
Sep 10-12, 2020 -- Triumphest San Diego, CA **Canceled**  
Nov 1, 2020 -- British Wheels on the Green (BWOOG) now scheduled  
Oct 14-16 2021 --Triumphest 2020, Flagstaff  
**Regular Occurrence Events** **ALL EVENTS ARE CANCELED**  
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  
Cars N Coffee – 3<sup>rd</sup> Saturday of the month, Penske Auto Museum  
Pavilions McDonald's - every Saturday night. 101 & Indian Bend.

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**Many meetings, shows, and other events have been canceled because of this Corona virus pandemic unless changed by further notice. Watch our DCTRA Bulletin Board.**

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### Our web master



HTTP://WWW.MICROWORKS.NET

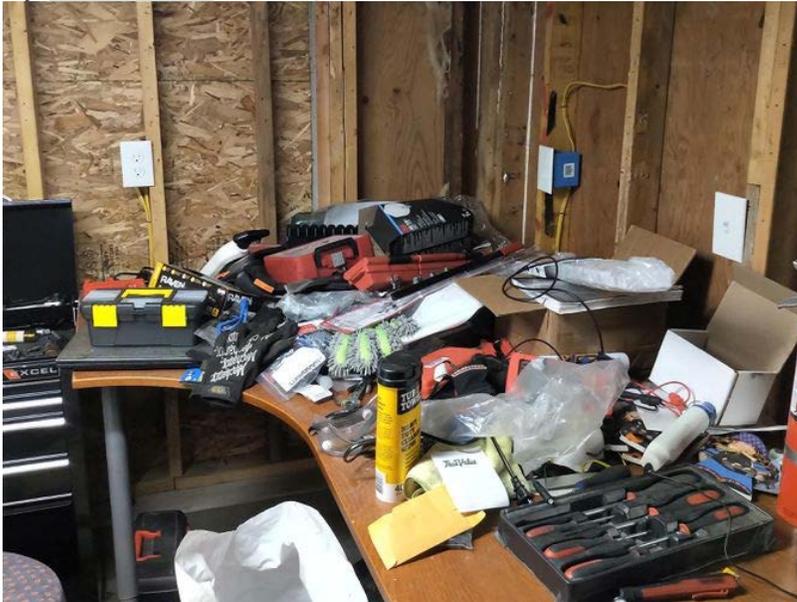
**DAVID W. RIDDLE**  
Parts at cost & 20% discount on labor to  
DCTRA Members

PO Box 30724 MESA, AZ 85275-0724 TEL: 480-610-8234 DAVE@MICROWORKS.NET

## Technical Corner

# How I got my garage projects moving, 30 minutes at a time

By [Mike Austin](#) on May 11th, 2020 at 9:00 am



Photos by the author.

### In This Article

**Category:** [Hemmings staff projects](#)

It wasn't supposed to get to this point. When we bought our current house, the finished, four-bay alley garage was one of the main attractions. Fast-forward four years and my dream of automotive bliss was a cluttered, frustrating reality. After I had to gut the rotted interior, the whole space was a mess, barely more organized than after we moved in. At least one car needed serious mechanical attention, and I had no idea when I'd get around to that. Where would I even begin? But this is an optimistic story. I found a way to start. I made progress. I built good habits. And like any catchy self-help writing, I'm here to tell you that you can do it, too.

The idea came during a pre-pandemic visit to the Hemmings headquarters in Vermont. Editor-in-Chief Terry McGean and I were bemoaning our respective lack of progress on the cars in our garages, noting the challenge of finding time between work and family life. Terry remembered advice from his friend Bob Mehlhoff, who told him that 20 or 30 minutes is the perfect amount of time to work on a car: You get things done, you don't get frustrated and make stupid mistakes, and you don't lose all your time. Taking that as inspiration, I made my own challenge. I'd spend 30 minutes a day in the garage, every day I was at home, for 30 consecutive days. No checklist, no deadline, just go to the garage and work for half an hour.

## Technical Corner (cont.)



*The workbench from the lead photo, almost clear for the first time in years. Full disclosure: it's once again an intermediate place for things yet to be organized, and covered again.*

The goal here was to teach myself the habit of small, steady progress that fit into my everyday life. Prior to this, my approach toward garage projects was closer to all or nothing. I'd get sucked into the trap of "one more thing" and keep working until the wee hours of the night if left uninterrupted. And I'm frequently guilty of trying to finish everything immediately instead of thinking it over, doing some research, or waiting to get the proper tools or parts. Does any of this sound familiar? Take heart, as I now consider myself cured these bad habits. (Well, mostly.)

I started with the biggest mechanical task on my list: dropping the transmission on my 1987 Alfa Romeo Spider. For at least one summer, it's been leaving a transmission-shaped film of gear oil on the garage floor, and I probably ran it too many miles between fluid top-offs. Replacing the rubber boot at the shift lever stemmed the flow somewhat, but what it really needed was a full reseal. Did I mention I've never done this before?

## Technical Corner (cont.)



*Early into the transmission project I would often grab a pile of wrenches and sockets to avoid wasting time on another trip to the tool chest.*

Armed with plenty of optimism and the factory service manual, I set about with my 30-minute chunks using the timer on my mobile phone. At first the clock was always in my mind. Every time I walked to the toolbox to get a new wrench, I thought about the seconds wasted and how, if my garage were better organized, I'd be more efficient. It was hard to keep from turning the half hour into a race against time, but after a few days I settled in to a more relaxed pace. The benefits of working a little bit at a time immediately became clear.

Half an hour is such a short time that it can be squeezed into any part of the day. For me, that usually meant evenings, and I was able to put in my garage shift and still have time to unwind on the couch. I started this project in the winter, and 30 minutes was rarely long enough to get too cold to work (which was nice, because it's also too short for my space heater to make a difference). Taking a break also gave me the benefit of advance planning, like pre-soaking rusty exhaust bolts with Aero Kroil to allow more time for the penetrating oil to work its magic.

## Technical Corner (cont.)



*I learned that there are no threaded holes connecting the Alfa Romeo's engine and transmission, but only after spinning this bolt in vain. The 30 minute limit helped curtail some rookie idiocy.*

After 20 days, or about 10 hours, I finally had the Alfa transmission out and dropped it off at local specialist for a look inside and some new seals. Could I have done it faster in fewer, larger chunks of time? Maybe, but maybe not. The 30-minute timer saved me from my own stubbornness, forcing me to stop, take a break, and think of alternative solutions when things weren't easy. It also helped when I was just plain dumb, like the times (yes, more than once) I spent 20 minutes turning a bolt before realizing there was a nut on the back side that needed to be held. The 30-minute limit is an automatic check on frustration; the bad days are over before they get worse. And when you're not trying to get something done *right now*, it's easy to avoid the temptation of shortcuts that are anything but. (In the case of the Alfa, that meant taking extra time to remove the intake manifold so I could reach the starter mounting bolts.)

## Technical Corner (cont.)

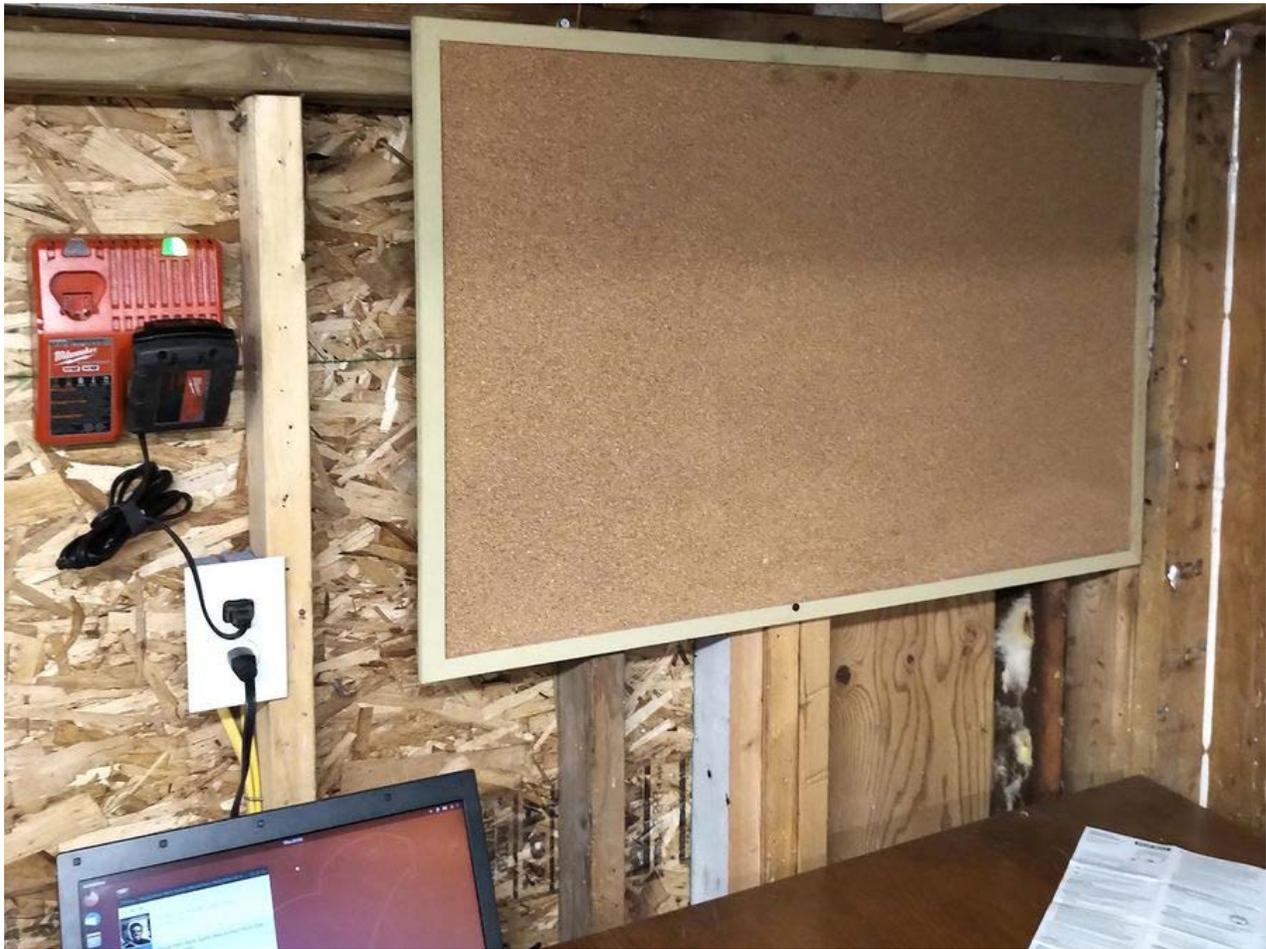


*Transmission out. Mechanical victory is such sweet bliss.*

Giving up at the 30 minute mark is actually pretty easy, which was a surprise given how many times I've turned a little task into a four-hour project. It didn't take any tricks, or convincing, although the incessant beeping of the alarm helped. There were days I didn't want to go out into the garage, whether tired, stressed, or because my projects felt more like work than a hobby at the time. I still went, and found out that as soon as I took that first step into the garage my hesitation faded away.

With the transmission in the shop, I began organizing the garage, a chore I've been putting off because it always seemed like a full weekend project. By this point I was comfortable with the idea that any progress was good progress, without a specific goal. If I didn't feel like doing one thing, there were plenty of alternatives to fill the half hour. I finally put my wrenches and hand tools in the tool chest, mounted a charger on the wall for my cordless tools, organized my flammables cabinet, and cleared off my work bench for the first time in more than a year. The momentum started building. My garage was slowly becoming a more functional and enjoyable place to be in, pushing me to keep going.

## Technical Corner (cont.)



*Battery charger, corkboard, and an old laptop all in place. This place is starting to look decent.*

Sticking to the 30-minute rule also means you can do anything that needs to be done, no matter how important or insignificant. And for me that meant little things that were always at the bottom of the list, like changing the motion sensor settings on my overhead lights, installing a new gearshift boot and knob on my Saab, and moving the fire extinguisher from the floor to a proper wall mount. These low-priority items were deeply satisfying to have completed.

Oh, and if you think there are tasks that take more than half an hour, you're right, but not right enough disqualify the 30 Minute Garage method. That is, those longer jobs are the exception, not the rule. After my 30 days it's only come up once, when I mated the Alfa Romeo transmission back on the engine, and it took an hour. In keeping with the system, a lot of small prep steps, like getting the gearbox on the transmission jack, were done earlier.

## Technical Corner (cont.)



*This organization rack was a gift that only took me 15 months to finally install. It now sparks joy instead of self-loathing.*

The experiment was a success. I only missed two days out of the 30, and it didn't interfere with the rest of my life at all. After, I fell out of the habit a few times, for spans as long as a week. But unlike before, it's easy for me to get back into the garage. After all, it's only half an hour. My Alfa Romeo transmission was one of those projects where weeks turn into months, and before you know it, you have your very own barn find. Instead, I know I'll be driving it this summer without a mess on the garage floor (or at least without *that* mess on the garage floor). I've gone from seeing the inside of my garage as a monument of failure, to looking forward to the next thing I can get done.

Like I said, you can do it too. Just get into the garage, set a timer, and leave expectation and judgement on the other side of the door. When you come out, you'll not only feel better, but you'll be one step closer to turning "someday" into a reality, whatever your garage goal might be.

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# Zach's Encounter with a Standard Transmission.

Story and Photos by John Nuss

Let me introduce you to Zach, a young driver. Son Chris, wife Edlin and her sons Zach and Max visited the Valley this last week of August. They live on the south end of Puget Sound. Yeah, I know it is a great time to visit, but it is a dry heat. Chris and his wife Edlin went to high school in Wickenburg so they know about Phoenix in August, the sons not so much.

Son Zach is learning to drive, kind of an anomaly among our grandchildren – so I was glad he wanted to learn to drive the standard transmission. Hattie the Herald was up to the challenge. I figured if he could get this car rolling, the modern car would be a cinch. I drove to a new development with unpaved straight roads not far from us. No other traffic or other distractions to get in the way of starting from a stop. I suggested he push the throttle pedal get used to the feel of the tension or lack of effort necessary and then without using the throttle to find the point where the clutch begins to engage. Only a few stalls and we were on the way. Then add some throttle and it was really fun. I forgot that the tires on Hattie were the really narrow 155/80, and the rear of the car has little weight. Combine that with rather zealous throttle application, and what a display of wheel spin and dust! At the end of the first session the take off was mostly smooth and judder free. Generally the shift to second and up are generally smooth and easy. Zach was able to start from a dead stop, and go through to fourth gear by the end of the first session. His mom was pleased, and Zach said it was at first stressful, but later on, fun. Session two, after returning to the house for a cool down, used Tilly the Spitfire. Again some initial stall but in a short time smooth take off and shifting.



I'm thinking the Hattie transmission is going to need some work so a student driver might mean I rebuild sooner rather than later. Besides if he can tame the tired old Triumph transmission, a modern stick shift is a snap. On top of that I have a youngster in the family that wants to drive, AND even better wants to drive stick shift.

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## BYOB Breakfast

Story and Photos by John Nuss

I don't know about you, but I'm ready for cooler weather – maybe in the low hundreds. We were at the corner of North Central and East Northern at 6:45am last Saturday and it was still close to ninety degrees. Gareth and son arrived soon in their green Spitfire – so now there were two cars ready to drive. Marv came shortly after in the TR6 and Armand arrived in a Brand X. Unfortunately, Armand had plumbing issues at home, but he was there to send us off. We drove around the center of town - 7th Avenue to 7th Street to Northern to Thunderbird to Moon Valley Park.



We enjoyed our McDonald's and Fry's breakfasts *al fresco* as the Italians say. Gareth and son actually brought food from home – healthy stuff like fruit. We shared current projects and commiserated over the changes in our lives at this time. We did a short walk around the park and then went on our various activities for the day.

## Cruising in a 1968 AMC Javelin

Story and Photos by John Nuss

While we were in Ohio, we participated with Kathy's brother Chris and wife Roberta in a cruise to an assisted living facility in Sandusky, Ohio. We rode in Chris's 1968 AMC Javelin. We met in an area parking lot a parked a few feet apart, wore masks and exchanged stories about our cars. The group had a police escort through some areas of the town in order to let all cars pass through intersections. I think one of the participants had a friend the help set

the event. The folks watching the car seemed to enjoy it, reliving memories, perhaps. For a moment I was thinking the Javelin had some British roots.



While driving around the facility parking lot, the Javelin started to vapor lock. Much like our Spitfire we waited a few minutes for things to cool and off we went. I wondered about the wisdom of the fuel line running so close to the manifold. Reminded me in a way of the Spitfire fuel pump with its dry cracking gasket sitting over the starter motor.

# 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](mailto: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](mailto:john.carroll@wbhsi.net)

or text at [480 622 8502](tel:4806228502)

John Carroll.

03.2019

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### 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](mailto:dave@twyver.com)

480-625-0043

6-20

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# 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**

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.



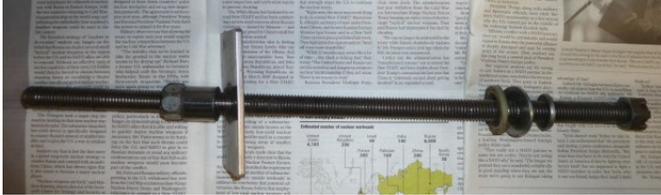
**3.) Timing chain cover for TR3 engine and Spitfire 4 Water Pump Housing & Bracket: Free to a good home**



## CLASSIFIED ADS: (cont)

### 4.) TR3 Front Spring compressor: \$35

Originally sourced from TRF, they are presently selling these for \$70.



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

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### 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

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## CLASSIFIED ADS: (cont)

**FOR SALE:**

Engine has 83,000 miles and was running when removed.

Transmission runs good.

Email Mike Blachut: [mblachut@yahoo.com](mailto:mblachut@yahoo.com) and make offer



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**FOR SALE:**



5 Wire Wheels, 48 painted spokes, includes: 4 knock-offs, 4 hubs and 1 lead hammer.

Removed from my 1961 TR3, very good condition, fits TR2, TR3 & TR4.

Email Mike Blachut: [mblachut@yahoo.com](mailto:mblachut@yahoo.com) ...make offer...(hammer not in photo)

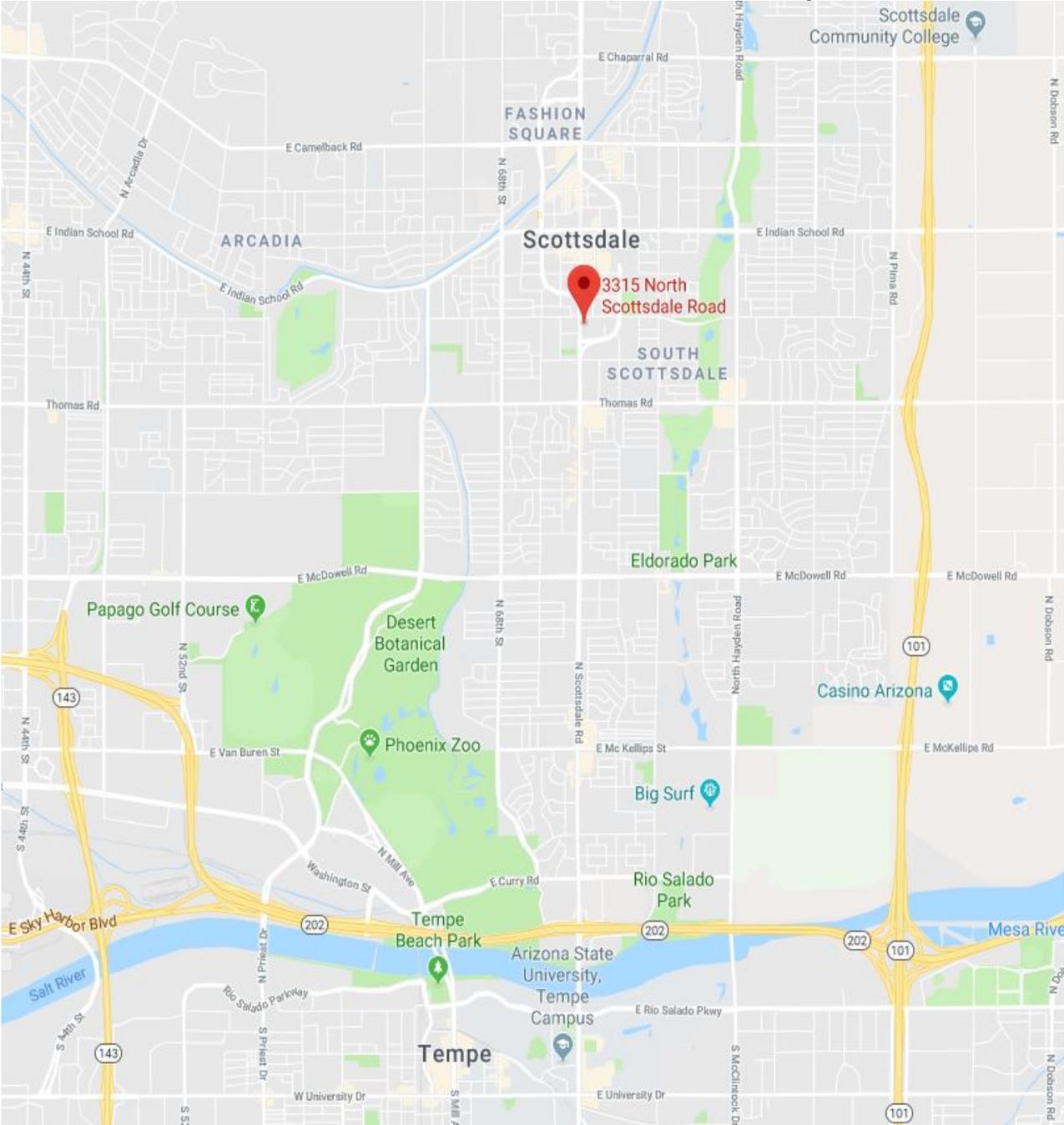
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# DCTRA Club Meeting Location:

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 #
_____	_____	_____
_____	_____	_____
_____	_____	_____

**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:

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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>