

TRIUMPH TRUMPETER

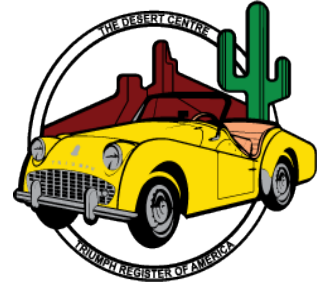
OFFICIAL NEWSLETTER OF
THE DESERT CENTRE-TRIUMPH REGISTER OF AMERICA

Founded: 1980



Triumph Register of America

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1965 TR4A

November 2025

Vol 45, Issue 11

NEXT CLUB MEETING

November 11, 2025
Denny's Restaurant
3315 N Scottsdale Road; Scottsdale, AZ

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Cover: Owner Doc Svare of Prescott Valley is looking for the previous owner.

Prez Sez–November 2025

The November 'Prez Sez' column will be brief, for a couple of reasons. First, by way of the October monthly meeting, and various articles I have said most of what needed to be said and spared you from 'fatigue'. This column will just focus on some additional items that need mentioning.

Coincidentally the DCTRA November monthly meeting falls on 11/11 – Veteran's Day. Am aware of several veterans in the DCTRA and wish to extend sincere gratitude to all veterans. Many take part in special Veteran's Day events. John Carroll and Toby Duffell (Arizona MG Club) will lay a wreath on behalf of our clubs during the memorial ceremony to honor the 23 Royal Air Force Cadets who perished while in flight training at Falcon Field (Mesa, AZ) during WWII. Please refer to John's *very detailed* email to DCTRA dated October 20, 2025, explaining – all are encouraged to join in the ceremonies Sunday, November 9th.

As you might have heard by now, *one way or another*, Triumphest '25 in Buellton, CA was a 'roaring' success by every measure. The Triumph Club of Southern California (TCSC) hosted and planned out activities for every minute. I don't think TCSC coordinated the Falcon 9 launch from nearby Vandenberg AFB, but even that event seemed *as if planned*. DCTRA members traveled 'caravan' style and enjoyed the camaraderie. Please see the articles and photos in this *TRiumph TRumpeter* edition. Thank you TCSC for the sterling event. Also, I want to thank members who took time to write up 'memoirs' of the trip to Buellton – for George Montgomery (DCTRA Newsletter Editor) to publish in this newsletter. I have not found my 'dash cam' yet ...

Last paragraph is a lead in to mention preparations are 'in gear' for the next Triumphest '26 in Flagstaff – hosted by DCTRA. This event will be the major topic and focal point for DCTRA the upcoming year 2026. The event Chairman Ron Cole with assistance from club V. Pres. John Carroll are busy tending to the many organizational details, and you the DCTRA will help at all levels. Happy to report that Triumphest '27 will be hosted by the San Diego club, so mark your day planners. This happy news was discussed during the Presidents' Meeting in Buellton.

There are so many events for DCTRA members to get involved with from weekly breakfast gatherings. Have you seen the humorous tee shirts the Chandler area breakfast group has printed up? The design with the southwest styled 'smiling javelina' behind the wheel of their TR6? Randy K. wore his new shirt to the BWOOG Planning Meeting and got a lot of attention from the MG Club. I'm sure John Carroll can help set you up with your own . . . 'Happy Motoring' Javelina tee shirt. . . to wear and enjoy. The creativity of the DCTRA is simply astounding referring to the tee shirts.

The very day you may receive this newsletter, many will be at British Wheels on the Green aka 'BWOOG'. Have built great music 'playlist' and hope some of your favorite British music from the 60s-ish 'British Invasion' will ring 'seven bells' with you.

I for one been enjoying the drop in outdoor ambient temperatures, as such - some catch up details on my TR6 in the garage. Mentioned this column would be brief and need to stick to it.

Drive your favorite Triumph as often as you can ☺,

Roger
DCTRA President

EDITOR'S DESK

George M Montgomery
November 2025

The beautiful TR4A on the cover belongs to a soon to be new member who lives in Prescott Valley. He's only had the car for a month and is searching for information about one of the prior owners. He posted this on our Facebook page with replies from John Carroll and others about leads for that restorer thought to be in Surprise, AZ. Check out the FB site and see whether you might recognize him.

We have another listing in the Classified Ad section about a GT6 hood in a junk yard in California. A TCSC member sent an email to Bo Shaw who forwarded the message to me. Both of these guys felt with the growing popularity of the GT6 restorations and Spit-sixs it would be a shame for this item to be scrapped. If you know of someone restoring a GT6 or a Spitfire with a GT6 engine let them know of this GT6 hood (or bonnet).

I had a lot of articles and photos sent this month. And most everything came in early so I could sort them out and select the timeliest ones. I have some that I will save for a later month. I appreciate all your efforts.

I really enjoyed Tony's article about serving on the pit crew for his brother. It remind me of experiences of crewing for a couple of friends while I served in the U.S. Army stationed at Ft. Bliss, Texas. One raced a GT6 that he trailered. I drove the second pickup and towed a small RV trailer. The airport track was up in the northern mountains of New Mexico. It was freezing the first morning and some racers running without antifreeze were thawing out the water pumps with small propane torches. Since we had an RV near the track, our wives made a large urn of coffee and server other racer friends. We were one of the most popular spots at the track that early morning.

My other friend raced a stripped and race prepped Spitfire that he trailered and towed with an El Camino. Three of us dragged that rig from El Paso to Houston and from El Paso to northern N.M.

When I lived in Oklahoma City, I crewed for a friend who raced a Spitfire at small tracks in Oklahoma. One track, War Bonnet, was near Bartlesville. Some of the longtime racers

would talk about watching Paul Newman come there to race Datsuns. I also crewed for a fellow who raced a Mazda 626. We trailered that car to Mid-Ohio and to Daytona Beach, FL.

Tony, thanks for reminding what fun it was to serve on someone's pit crew. Almost, but not quite, as much fun as being out on the track yourself. And a lot less expensive.

I hope to see you this month at our meeting.

George.

DCTRA Events November 2025

- **British Wheels on the Green- Nov 1st Centennial Plaza, Peoria 8am-3pm**

This event is located at 9875 N 85th Ave, Peoria 85345

- **Casa Paloma Drive and Donuts. Nov 8th 8am-10am**

Meet at Casa Plaza 7131 W Ray Rd, Chandler 85226

- **CAF RAF Memorial Ceremony Nov 9th 10:45am -12pm**

This will be followed by a gathering of Triumphs and MGs outside the main hanger at the CAF Museum in Falcon Field.

Mesa Cemetery 1212 Center St, Mesa 85201

Falcon Field Museum 2017 N Greenfield Rd, Mesa 85215. 12:30pm -2pm

- **10th Annual Hot Rod Southwest Regional. Chandler Nov15th**

This event is at 2577 W Queen Creek Rd-10am-2pm

www.covenanthotrod.com

- **28th Speedway Motors Southwest Nationals. November 21-23, 2025WestWorld of Scottsdale (Good Guys Event)**

16601 N Pima Rd. Scottsdale, AZ 85260

Friday, Nov. 21 - 8:00am to 5:00pm

Saturday, Nov. 22 - 8:00am to 5:00pm

Sunday, Nov. 23 - 8:00am to 3:00pm

- **Ongoing Members Breakfast. Every Friday** East Valley and West Valley. Contact John Carroll for details. 480-622-8502. <https://arizonacarsandcoffee.com/>

Check this web site out for various C&C meeting around Arizona

NEXT CLUB MEETING: November 11, 2025 - a Zoom link will be sent out.

November 2025 Membership Report:

There were 25 attendees at the October 14th monthly meeting. Six of our members drove their Triumphs: two 6s, a three, a spitfire, a TR-8, and a GT-6! Pleased to update that we have one new member joining DCTRA in October: Kevin Nadeau. Membership is now at ~161 members and 213 total including spouses/family members.

Now that fall is fully upon us it's great to see the great participation from the club at the recent driving events JC organized. Please know that I am at these events in spirit and expect to be back in my TR-3, post my full knee replacement surgery the third week in October, by the holidays! As I mentioned at the October meeting, we continue to have several pieces of Triumph memorabilia available in our TR merchandise inventory: Grille Badges (\$25), License Plate frames, chrome or black, (\$15), TR Pins, three types, (\$10), and DCTRA Patches (\$5). I am also going to be working with Roger, Ron, JC and Michael Samuels to improve our "Triumph" branded merchandise selection; so stay tuned as more to come on that!

Scott Porter Membership scottpor@hotmail.com. DCTRA application form on page x

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DCTRA application form on page 27



Desert Centre Triumph Register of America Business Meeting

The October meeting of the Desert Center Triumph Register of America was called to order by President Roger Prior at 6:58PM at he usual location, Dennys Restaurant 3315 S. Scottsdale Road. Joining the members at the location were Deborah Cooke, Pete and Bev Peterson, and Jeff on ZOOM.

Attendance: John Carroll, TR-6; John Heisser, George Montgomery, Dave Riddell, TR-3; Scott Drysdale, John Reynolds, Deb O'Brien, Anthony & Lura Dymond, Bob Mazer, Roger Prior, John & Kathy Nuss, Spitfire; Jim Dickey, Ron Cole, TR-6; Julian Anderson, Ron Guidry, Jon Berges, TR-8; Armand LaCasse, GT-6; August Lopez, Scott Porter.

Armand LaCasse, treasurer presented the Treasurer's report: expenses included, Digger Davitt Award, new T shirts, and Triumphest 2026 expenses. Dave Riddle moved and George Montgomery seconded; the Treasurer's report accepted.

Scott Porter membership chair reported there are 160 memberships and two hundred members.

George Montgomery, newsletter editor said he was glad to have articles and photos – keep them coming.

John Carroll Vice-president and events person reported Triumphest was an enjoyable events, well run and nice drives. He listed some upcoming events: October 18, British Car Day in San Diego, November 1, British wheels on the Green, November 9 Falcon Field Wheels and wings show, and January 18, 2026 The Arizona Concours.

Two venues were mentioned for the Christmas Party; more to follow.

Ron Cole, Triumphest Chairman, reported that Dave Riddle is the Triumphest Webmaster. When the site is ready there will be a new regalia person that will take orders from the web site. The site will have links to the hotel, regalia, and vendors.

The Flagstaff city government may have an interest in working with Triumphest due to the one hundredth anniversary of Route 66.

There was discussion regarding the raffle. Members have been requested to bring, tools, and parts, from your garage, parts bin, or shop.

During the technical part of the meeting, Scott Drysdale talked about his troubles on the way to Triumphest. The good news is that the alternator has been replaced / repaired.

The remainder of the meeting members shared stories of Triumphest and suggestions for a different digital meeting.

Meeting adjourned 8:02PM, moved by Ron Cole, seconded by George Montgomery.

Respectfully submitted,

John C. Nuss Acting Secretary

John Carroll's Breakfast Club

A Friday in October

Story photos by John Carroll VP DCTRA

On a beautiful warm October 10th morning, we met at Bisbee's Broken Yolk in Gilbert for a simple breakfast. Successful turnout on a rather Fall morning. We had a lovely breakfast, and the table was full of all sorts of conversations and laughter with John Carroll, Craig Kenyon, Michael Samuels, Mark Miller, Scott Drysdale, Vince Vincent, John Reynolds, Todd Schiller, Tony Chapman, Lloyd Briggs, Keith Davis attending.

Such a nice way to start a Friday

Thanks

John



Triumphest 2025-Buellton California.

October 5th-8th

Article and photos by John Carroll VP DCTRA

Another year rolls along and Triumphest 2025 was upon us. We had 6 brave souls who wanted to caravan together across the Arizona and California Deserts and wilderness. Setting off from our meeting place of Parker, AZ, we trundled across the long windy roads towards Twenty-Nine Palms, Joshua Tree and Victorville for lunch. Once refreshed we continued our caravan towards Palmdale, near the Angeles National Forest.

We stopped overnight and re-grouped in the morning ready for the final push to Buellton. That took us West to the I-5 Interstate and up and down across the famous Grapevine at Fort Teton National Park. At Maricopa we continued West on Rt 166 along the amazing Los Padres National Forest. South on Highway 101 and the last miles to arrive at the Marriott Resort in Buellton. A grand total of 14hrs of travel with around 10-11hrs of driving. **Total Miles driven 1,189 (440+214+535=1189)**

Along the way we saw mountain ranges, amazing Joshua Trees, wide open deserts with thousands of acres of farmlands. California is a haven for food supply.



Triumphest 2025



The DCTRA Travelling Triumphest Troop.

Triumphest 2025 (cont)



The display of cars was impressive



The Final Night Awards Banquet



DCTRA Caravan



DCTRA Line Up

After settling in and parking the cars in our DCTRA Zone, we all chilled and relaxed after registration and enjoyed lots of reflection about our journey. A chilly 49F met us on Opening Monday morning with a Marine Layer that burnt off mid-morning. Most of the group chose to run the morning 68-mile drive through the wineries in and around Santa Marie, before returning to the hotel. Lunch was at the spectacular Cold Springs Tavern near Santa Barbara.



The Crew enjoying lunch



Cold Springs Tavern, Santa Barbara

Triumphest 2025 (cont)

Tuesday was a cold marine layer again for Funcours morning and burnt off around lunchtime, just in time for Scott Drysdale and me f to head down to Santa Barbara and Sate Street Boardwalk. Amazing Mahi-Mahi and Shrimp Tacos before cruising along the boardwalk and taking a few selfies.



John C & Scott- Santa Barbara Beach



Boardwalk BLUE in all her glory

The final day was award ceremony banquet and official handover to the DCTRA Club to host 2026. Jim Krumwiede, the Triumphest 2025 Chairman, was our host for the evening and did a wonderful job. We ate a delicious dinner and celebrated many Gold, Silver and Bronze awards for beautiful cars on display. Congratulations to a number of our group, who won plaques. The final Best of Show Judges Decision was a stunning Triumph Italia. What a gorgeous car and congratulations to the winner.



Triumph Italia Overall Winner

Triumphest 2025 (cont)

The final act from the podium was to hand over the Triumphest 2026 Keys to the next hosts and that would be... US, The DCTRA. Ron Cole accepted the challenge as chairman along with Roger Prior our President. And after resounding audience applause, we were told to move outside quickly for a special firework treat. Little did we know it was a Starlink Satellite-28 rocket launch from AFB Vanderberg. Now that's just showing off... or just co-incidence.



L-R Roger & Ron Acceptance



Falcon Starlink 11-17

Our International Member

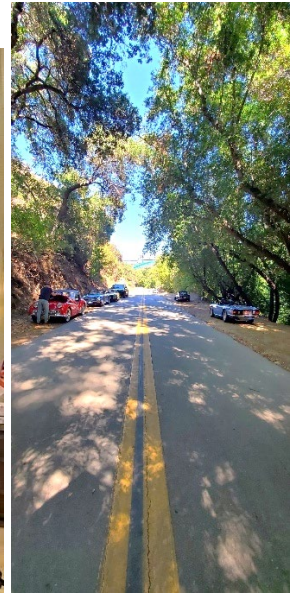
by Dave Faulkner

A photo from our last big drive of the season. The British Car Club of Manitoba fall colors tour, 215 miles through the Whiteshell park & lakes. 19 British cars with my 1980 TR7 DHC in front. I will be back in Phoenix by Halloween. .



EXTRA TRIUMPHEST PHOTOS

These are photos John Carroll took on the road to Buellton and at Triumphfest itself but could not fit within his story above.



JOHN CARROLL'S (CONT)



Reflections on Triumphest '25 in Buellton, CA

By Roger A. Prior, Jr. – DCTRA President

Preparations – Is better to be over prepared than under (I took a new TR6 fuel pump (and gaskets) and heater valve, more). Ft. end alignment and new front tires. Fresh oil and all filters.

With help from John Heisser removed play and greased front wheel bearings, new fresh brake pads (hey, no more brake squeal). Flushed radiator twice. Where did I put the 'dash-cam?' However, I did hook up the CB radio. 'Hood' up and remained for the trip - good idea.

The Trip – Why didn't I order the PTT (Push to Talk) radios? The 'roads less traveled' to Buellton – what an experience behind the wheel in the TR6. Tejon Pass going downhill on CA 15 – oh my. Visit *Paradise Springs Winery* tasting room in Santa Barbara's 'The Funk Zone' district - owned by dear friends in Clifton, VA.

T'fest '25 – Representing DCTRA as President was wonderful experience. Making some new friends and enjoying DCTRA camaraderie of attendees. 123 Triumphs registered, 19 clubs represented and one Triumph 10. Banquet - DCTRA received many awards – way to

Reflections (cont)

go. Viewing Falcon 9 launch from nearby Vandenberg AFB - more Starlink in low-Earth orbit (LEO) – a treat for those of us on the Marriott patio looking to the west after the banquet.

Return Drive – Stop for 9 gal. of gas in Sherman Oaks off the 101 finally, . . . ‘what was the reason I did not order walkie talkies?’ . . . Kate’s and my stay at *Palm Springs Best Western Plus Las Brisas*. W--a--l--k--i--n--g across street from *Las Brisas* for dinner at *Fisherman’s Market & Grill* (235 S Indian Canyon Dr.) restaurant – delightful Mahi Mahi fish & chips – we were starved. Rain shower during Thur. morning departure. Driving thru the dust storm near Tonopah deposited sand in TR6 engine bay. Arrived Sun City about 2:15 pm. ‘There is no place like home’.

Final thoughts - Would recommend and do again, heck yea. Got stats? TR6 total miles = 1,197. TR6 consumed 64 gal. gas mixed grades, and just over 3 qt. of oil. Gas cost was \$295. Need to do ‘better job’ of managing ‘MapQuest’ app. on iPhone while driving – without swearing. From the desk of ‘It’s On Me Dept.’ - Need to ensure Arizona drivers license has not expired prior to departure . . . the state only gave me 6 mos. advance notice! Luckily hotels did not notice and I did not get stopped by ‘the long arms of the Law’. Kate and I will never forget the trip for so many reasons. Still looking for the ‘dash-cam’. May need to visit my new specialist - audiologist.

Photos – See attached various.

Roger’s Photos



A club’s mascot at banquet.



A table of DCTRA members.

Roger's Photos (cont)



Amanda wins the table decorations.



John and Kathy Nuss



Awards to be presented.



Armand arrived w/ Digger Davitt award. The recipient



Banquet MC TCSC Jim Krumwiede

Reflections (cont)



Roger and Kate



Post banquet gathering



Bo Shaw's Spitfire at Triumphfest.



Tony's SPA Six Hour Race

September 2025

Story and photos by Tony Chapman

Editor's note: Our member, Tony Chapman recently visited his brother Steve in the UK and had a chance to assist him in this exciting event. Spa is an annual stop on the Formula 1 circuit and IMHO Eau Rouge is the best corner / section of any racing track in the world.



Steve (Car 15) and Chris's (121) cars in the paddock at Spa



The Dolomite Sprint that was in Steve's race

Tony on the pitwall during Steve's Qualifying Session

Tony's SPA Six Hour Race (cont)

Spa Six Hours September 25 – 27, 2025 by Tony Chapman

I have always thought the Spa-Francorchamps circuit is the best road circuit on the F1 schedule and attending an event there has been on my to-do list for many years. My brother Steve has raced TR4's in the UK for over 40 years and for the last decade has been racing with the Classic Sports Car Club ("CSCC") www.classicsportscarclub.co.uk whose schedule includes events in Europe. When I found out he was racing at the Spa Six Hours this year I decided to join him as part of his pit crew.

DAY 1 Tuesday Sept 23 – GETTING ACROSS THE CHANNEL.

Our group of eight making the trip included our friend Chris Edwards in another TR4. We departed from Shropshire / Staffordshire in the morning for the 5+ hour drive to Dover to catch mid-afternoon English Channel crossings. Steve and Chris each trailered their race cars behind motorhomes and crossed by ferry. I was a passenger in a Lotus Elan M100. We took the channel tunnel as it was the best option for such a small car.

We all met up in Dunkirk for the night and had an enjoyable dinner out together. It was a shock to suddenly need to read a menu in French. Luckily some of the group were relatively fluent as my French was very rusty.

DAY 2 Wednesday – SETTLING IN AT CIRCUIT DE SPA-FRANCORCHAMPS

The drive to the circuit was less than 3 hours and we arrived around noon. The car trailers had to remain outside the track so we un-loaded the TR4 and drove it and the motorhome into the circuit and found adjacent spaces with Chris in the paddock assigned to our race. We greeted some of the other racer's and spent a little time preparing the car for Qualifying. There was a nicely prepared TR5 parked opposite being co-driven by Dominic, a surgeon from London that Steve has raced against many times over the years. We also found time to walk around the various paddocks and the pits looking at the other race cars which included everything from pre-war Bentleys to early 2000's GT3 race cars from McLaren, Porsche, Aston Martin etc. The track was available all day for practice for competitors who needed the track time.

Steve was able to secure everyone in the group Pit Lane passes so we were able to go into the pits at any time and check out the high dollar entries. The highlight of the weekend was the Spa Six Hours race on Saturday, which is one of the most prestigious events on the historic racing calendar. The cars entered in this race were all assigned pit spaces either in the new Grandstand / Start line area before La Source or the old pits after La Source on the way down to Eau Rouge. Eau Rouge ("Red River") is named after a small river that flows under the turn whose water is very often red due to the high iron content.

Our group was staying both in the motorhomes at the track (four of us including me) and a farmhouse less than 5 minutes' drive from the track. We were able to come and go as we pleased in the Lotus and a Mercedes SUV. We all went out for dinner in Stavelot, a village close to the circuit.

DAY 3 Thursday – QUALIFYING AND RACE 1

Qualifying for the CSCC and British HTGT Competition (a German Series) race started at 10:35 am and lasted 30 minutes. After getting the race cars ready we walked up to the Grandstand / Pits and went out onto the pit-wall to show Steve his lap times using his pit-board

Tony's SPA Six Hour Race (cont)

and also to plan the timing for the mandatory 90 second pit stop required in each race. As is typical for Spa it was raining and the track was wet. Steve's managed to get his lap times down from 3:49 to 3:44 over the 6 qualifying laps with the knowledge that he would be much quicker on a dry track. Steve and Chris both compete in the Classic K class which requires them to use K Spec treaded tires as would have been available in the early 1960's. Most of the other classes in his race were able to use more modern tires which should be good for a minimum of 6 second quicker lap times.

Steve qualified 31st out of 42 cars. Dominic was ½ second quicker in his TR5 (on modern tires) in P29 and Chris was in P40. An E-type secured pole and a well-prepared and driven Triumph Vitesse from Germany qualified 2nd on the grid with a lap time of 3:15. A Ferrari 250 GT Berlinetta was entered in the race and qualified P36. The rumor mill valued the Ferrari anywhere from \$2M to \$6M so it was a car most people wanted to get ahead of as soon as possible, especially as it looked like it would be a wet race.

After checking out the car post-qualifying we were able to walk around the circuit and watch the practice and qualifying for the other 16 races on the schedule.

Race 1 for Steve was a 40 minute race starting at 5.35. I decided I wanted to watch the race from the Eau Rouge / Raidillon grandstand and took some video of the race for the Lotus owner who produces the race videos on the Tribetube Youtube channel. Video's from qualifying and the races can be seen at <https://www.youtube.com/@tribetube1365>

Race 1 had more rain than qualifying and the lap times were noticeably slower for the 44 cars entered. Steve started well but his primary fuel pump switch vibrated loose, he accidentally turned off the fuel pump and the engine died after only a few laps while going into Eau Rouge exactly where I was watching. He was not able to get up the hill and stopped on-track resulting in a safety car period while he was recovered. The race continued without him and he was classified as the last car to finish which would mean he would be starting Race 2 from the back of the starting grid. The switch issue was easily fixed in preparation for Race 2. Chris also had mechanical issues and stopped on track. Unfortunately Chris' TR4 lost all of its coolant and suffered a seized valve. We were not able to determine which issue started his problems. Regardless his race weekend was over as he decided he did not want to risk further damage to his newly rebuilt race engine.

The Triumph Vitesse was the first car to finish the race but was classified second behind the E-type as a result of a 30 second pit speed violation penalty. TR4's finished the race in P14, P24 and P38, a TR6 finished in P37, a Dolomite Sprint in P32, Dominic finished P41 in his TR5 (failed alternator) and there were numerous MG's amongst the finishers.

I watched the final race of the day from the Raidillon grandstand, returned to the paddock for the debrief and then we all went back to the farmhouse for beers and dinner.

DAY 4 Friday – RACE 2 AND PLENTY OF RACING TO WATCH

Fridays' Schedule included qualifying and practice for 4 classes plus 8 races. Race 2 for Steve was another 40 minute race starting at 1:50. It was a mostly dry day so lap times were considerably quicker. The cars entered for the Six Hours Endurance Race had a 90 minute qualifying session starting at 6:20 that finished in the dark. This was followed by a 50 minute GT3 legends night race which we watched from the bar on the top level of the new pits / grandstands.

Tony's SPA Six Hour Race (cont)

Steve (Car 15) started Race 2 at the back of the 45 car grid but was able to pass at least 7 cars on the first racing lap including a great pass by 3 cars going through Eau Rouge / Raidillon which can be seen at <https://www.youtube.com/watch?v=MAGw5ooYVpo>. He had a very good race but was red-flagged after 11 laps after a car stopped on track without enough time left for a safety car period during the allotted race time. Steve was classified as finishing in 27th position. Immediately following the red flag Steve noticed he had no oil pressure and cut off the engine and rolled to a halt at the chicane just before the starting grid, once again stopping directly in front of where I was shooting video of the race. Subsequent diagnosis of the oil pressure issue has identified small metal fragments in the oil sump so his engine is back with the engine builder (it was due for a refresh) and he will be missing the last race of the season at Oulton Park.

The race was won again by the E-type, Steve's friend Jon Wolfe finished second in his very well prepared and raced 500hp 302 powered TVR Tuscan and the top Triumph was a TR4 in P15. MG's occupied six finishing positions from P10 to P17 and the Ferrari finished 1 position behind Steve. Dominic's co-driver in the TR5 finished behind Steve in P30 which made Dominic happy because he had been continuously heckled after being passed by Steve in Race 1 in his (theoretically) much slower car.

We were able to spend some time checking out all the race cars in the pits and the paddock and watch more racing before once again retiring to the farmhouse for more beers and dinner.

Day 5 Saturday – RACING AND MORE RACING TO WATCH

The final day of racing was great as we could relax, watch some racing, check out the vendor stands and drink some more local beer. The Six Hour race was the highlight of the weekend and the paddocks and grandstands were full of spectators. There were 8 races scheduled with the final endurance race starting at 6pm and going into the night. It was interesting to discover that the endurance racers had to re-fuel at a gas station inside the track during the race and the drivers have to pump the gas themselves. If you came in for fuel at the wrong time you could have to wait in-line for a fuel pump to be available.

A total of 78 cars started the Six Hour race with Ford GT 40's occupying the first 10 positions and the entries including numerous Lotus Elans, Daytona Cobra's, Cobra's and Mustangs. The field included 2 TR4's and 5 MGB's towards the back of the grid.

We watched the first 90 minutes of the race, went in the town of Malmedy for a nice dinner and returned to watch the last 2 hours of the race from my favorite spot in the Eau Rouge / Raidillon grandstand. I could watch cars racing through Eau Rouge for a week and still be totally fascinated by the speed the cars are able to achieve through such a difficult series of turns.

The race was won by a Ford GT40, a Ginetta G4R finished second and all the remaining top 15 finishing positions were occupied by GT40's and Lotus Elan's. An MGB was classified in P38 and a TR4 in P42. Apparently the second TR4 suffered a failed half-shaft during the race resulting in the car rolling over with significant damage. Half-shaft failure is a

Tony's SPA Six Hour Race (cont)

known issue with TR4 race cars that typically produce around 200hp which the stock rear-axles are not designed for.

After the race Steve and I went to the pits to congratulate and have a beer with the German driver / owner of the finishing TR4 who Steve has also known for many years. The car was immaculately prepared and appeared extremely clean for having raced non-stop for six hours. The car was so clean it would have easily taken a top prize at BWOOG.

Day 6 Sunday – BACK TO REALITY

Sunday morning we made a reasonably early start to catch ferries / get on the Chunnel Train to return home. I was again a passenger in the Lotus and we took time to go into Brugges (yes it is an f'in fairytale) for lunch. Unfortunately we spent too long having lunch, were late for our Chunnel spot and had to wait five hours in Calais as a result of train mechanical failures. Having arrived back in the UK we passed Chris's TR4 and trailer on the motorway being recovered on the back of a tow truck. There was a wheel hub failure on the trailer. We arrived home early Monday morning. It was a fantastic trip and I cannot wait to do it again.

Technical Corner

By Roger A. Prior, Jr.

Attending the Triumphest '25 Tech Session #2 in Buellton was very informative.

The Q & A style session was hosted by well-respected and noted British auto repair business owner Joe Siam. This tech session covered a wide range of topics that some Triumph owners in attendance had been struggling to resolve. Some examples follow:

Joe recommends the optimal glycol/water mixture of 30/70, not the 'pre-mixed' proportion of 50/50 - and explained that the '50/50' mix is optimal in cold climates, i.e., colder than our southwest region. I will make the adjustment to 30/70 proportion to help my TR6 'keep its cool'.

My question regarded his preferred method to check 'toe-in' alignment, and Joe asked me what methods I used. Following brief discussion of my efforts on the TR6 . . . said that he preferred the 'string method'.

Many other questions were asked, and Joe did his best to offer suggestions to resolve. One animated discussion regarded an owners Triumph differential that continued to make noise ('high-pitched whine') after much work i.e., 'Can you describe the noise?' Que in much laughter.

Armand contributed to several discussions. Ron Cole attended also, and pardon if I missed anyone else from DCTRA in attendance. About 35 attended this session on Tuesday afternoon, which preceded the Presidents' meeting.

CALL FOR VOLUNTEERS: 2025 BWOG VALVE COVER RACES

HELP KEEP THE SPIRIT OF COMPETITION ROLLING!

Who could forget the thrill of the Valve Cover races at last year's British Wheels on the Green? The laughter and shouts as cars zipped down the track—sometimes straight, sometimes veering due to slight “wheel explosions”—created an atmosphere of friendly competition and pure fun. With an impressive turnout of cars and a crowd excited to participate, it was an event to remember.

This year, as we prepare for the 2025 BWOG event, we want to make the Valve Cover races even better. But with growing participation comes the need for more organization and support. Last year's challenges with procedures and scoring are fresh in our minds, and we're eager to make improvements to ensure a smooth, fair, and memorable experience for everyone.

We are seeking 6 to 8 volunteers who can support the planning and execution of the races. Your help is invaluable in the following areas:

- Valve Cover Registration / Display / Voting Table: Welcome racers, register entries, and assist with the People's Choice voting.
- Track Set-Up: Lend a hand in assembling the raceway and verifying that the track will run accurately and safely.
- Race Coordination: Help coordinate heats, guide participants, and help keep the excitement flowing.
- Race Recording and Scoring: Accurately track results, so every race is counted, and winners are celebrated.

By volunteering, you'll help preserve a cherished tradition and ensure that every participant—young and old—has a great experience. Whether you're a seasoned valve cover racer or new to the event – whether you are a Triumph or MG fan, your energy and ideas are welcome. All are welcome as volunteers.

If you're interested in supporting the Valve Cover races, please reach out to randy.koontz@cox.net. Alternatively, you can join us at our next BWOG planning meeting, or participate on Zoom:

- Date: Saturday, September 13th
- Time: 9:00 am
- Location: Duck & Decanter, Phoenix

Let's join forces to make the 2025 Valve Cover races the most exciting yet—full of friendly competition, fast cars, and unforgettable moments. We can't wait to hear from you! Please consider volunteering.

MY FIRST CAR AND MY FIRST TRIUMPH

By Carl Miller

I got my first car in high school, around 1965 -- a 1958 Chevy Delray. It was white bodied with a light blue top and the front end was dropped about an inch. I raised the front end up and painted the car British racing green. When I was done its 283 was bored and built to HP Corvette specs as well as my budget could stand. It had a 4-speed trans, 456 gears in the back and cheater slicks. It was lightning fast across an intersection, but not a freeway cruiser. This was all when I could buy 100 octane gas for something like 36 cent a gallon. With 3 buddies each of us putting up a buck we could cruise all night and maybe do a few 1st across the intersections too. Ya, I remember this '58 Ford... anyway....

I was driving it when Patti and I met in college. One day we wanted to spend time together and I needed to rebuild the 4-speed. She sat quietly in my dad's garage while I rebuilt the transmission. When I was done she picked up a thrust washer and asked, "What's this?". I disassembled and reassembled the trans again and she was so impressed with my technical skill she married me!! We said goodbye to the Chevy and hello to a VW bug.

Our first TR is our 1962 TR4. It was a rolling chassis the previous owner had autocrossed and slalomed. The only electrics were a tach, ignition and brake lights. It had 11" slicks and massive ugly fender flairs. We bought it as a bribe for our daughter to get better grades in school. Didn't work.

It has been a work in progress for over 10 years, but it's pretty much done now. I know little to nothing about stock Triumphs and had Chevy stuff in the garage. I like to tell people if they lift up the TR4 body they'll see a Camaro underneath. Its present configuration is: 350 Chevy V8, automatic transmission, power steering, power brakes, air conditioning and cruise control. This only thing on the car that says Lucas is the windshield wiper and it's failed more than once.



Our Web Master

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

DAVID W. RIDDLE
Parts at cost & 20% discount on labor to
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PO BOX 30724
MESA, AZ 85275-0724

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

DCTRA Holiday Party

At Judy and Michael Samuels' house

Please join us as we open our house to host another Classic DCTRA Holiday Party Event.

We will have the usual Holiday Gift Exchange/haggling/stealing event! **Bring a wrapped gift for each person who wants to participate in the gift exchange.** A \$15 gift value (give or take \$14.95) is suggested. *Of course, Triumph parts, regifted items, and other unique conversation starters are suitable gifts.*

Sunday, December 14, 2025

Arrive at 4:00 pm for snacks and enjoying the yard

Dinner begins around 5:00 pm

Gift Exchange begins around 6:00 pm

A meat entree and some soft drinks will be provided compliments of DCTRA.

Please bring a dish to share and let John Carroll know the food item you wish to bring so we do not duplicate. You are welcome to bring your favorite libations and soft drinks and share some holiday spirits!

We are located south of Lincoln Drive and east of 32nd Street at
3441 E. Claremont Ave
Paradise Valley, 85253

To RSVP and confirm the food dish you are bringing,
please call **John Carroll at 480 622 8502** or email john.carroll@wbhsi.net

Please call **Michael Samuels at 305 213 8550** for any other questions.



Mountain View Grill – Sunday October 26th

Drive and Happy Hour

By John Carroll VP DCTRA

After watching the weather forecaster announce the Arizona highs were only going to be around 88-90 for the next few weeks, it was clear we are leaving our blistering Summers behind until next year.

A drive was on the cards. So, I set about picking a location that could work for us all. After a consult with some car buddy's, we picked the Mountain View Grill in Cave Creek. We agreed to meet at 4-6pm. Around 20 folks came along and we had a great fun and chatting with existing members and some new members.



Tony, Kelly, Bill, Diane



Group discussion about Cookies

A good time was had by all, especially as Dave Riddle, our award-winning Cookie Chef, brought some sample along for us to "Judge" You can see in the pictures our judging went down very well. Thanks to Dave for bringing them along. And thanks to all who came to the event. It was very appreciated by everyone and I will set up some more around the area.



George with his TR6. Bill's TR250



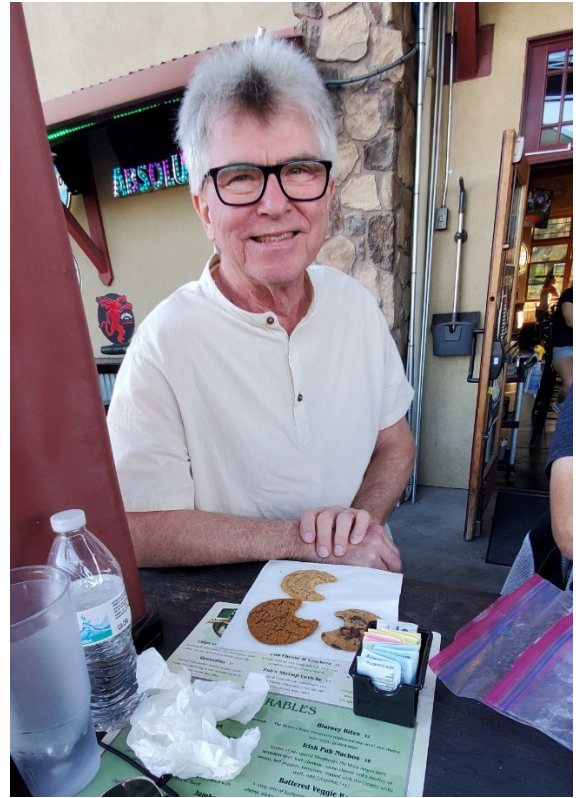
John C's TR6, Dave's Baja TR3



Mountain View Grill



George and Lori Riddle dining on lunch



Chief Cookie Judge-Armand

As we move through Fall and Winter, we will have more drives in and around Arizona like this. These are fun events and the reason to drive our classic cars. Long may it continue.



Happy & Safe Driving Everyone.



Register Your Car For The 2025 Mountain Bridge Car Show!

Register Your Car Today!

The Mountain Bridge Classic Car Show is back! The show takes place on **November 15 from 10 am to 1 pm**. Registration is \$25 and includes a spot in the show as well as a 2025 Mountain Bridge Car Show bumper sticker. Click the link below to register your car.



[Register Here](#)



T-Shirts **Available For** **Order**

Interested in a t-shirt for this year's car show? Click the button below to order yours! Shirts will be available for pickup from the Car Show information booth at the event.



[T-Shirt Order](#)

2025 Car **Show Website**

The 2025 Mountain Bridge Classic Car Show website is now live and features information about the event. Click the button below to see what's expected at this year's show!



[Car Show](#)
[Website](#)

Mountain Bridge | 8730 E. Mountain Bridge Drive | Mesa, AZ 85207 US

CLASSIFIED ADS:

For sale:

TR2.

1979 TR7 'Orange' color that needs much work also he need to get rid of, 'needs garage space more than the car' - he said is 'complete' comes w/ 2 extra seats - but sounds like needs much attention.

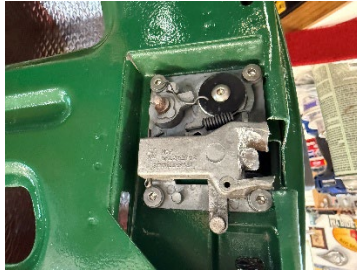
Phil Lobeck

Phone 928.210.2944

E mail is: pslobeck@gmail.com

Wanted Hello everyone, I'm back and now looking for a speedo for the Spit we're completing. I have attached a picture of the style that I am looking for. Also as long as I have your attention I am also looking for a left door latch for a MK1 or 2. I have also included a picture of the right latch...

.... Lou Figone 408-966-4175



9-25

1960 TR3

It's been covered for many years. Needs restoration. I was always intending to restore but got into sailing and never got back to it. Now I am 88 years old and Parkinson disease keeps me from getting to restore it now. Car is metallic red. Clyde Bauer 8527 E Vernon; Scottsdale, AZ. 480-949-9003 / 602-510-6413 (cell)

5-24

Free to any paid up DCTRA member:

I was cleaning out the garage and came across what appears to be a car bra for a TR6 earlier than my 1975 (perhaps a year where the front turn signals are above the bumper). If someone is



interested in it, please let me know.

Julian Anderson: julian@jajanderson.com (480) 577-4312 11-24

CLASSIFIED ADS: (cont)

Dear Fellow Triumph Travelers,

This GT6 bonnet is available at a wrecking yard in Ridgecrest, CA. I sent out a picture of it a few years ago and there was a modicum of interest, but nothing that panned out. A friend in Ridgecrest has located it again and is willing to pick it up and keep it until such time as it can be retrieved. I saw a goodly number of spectacular "Spit 6's" at Triumphest this year with this type of bonnet, so I know that there is interest. I hate to see this rare piece go to waste. Please let me know if you are interested, and I will pass it along.

Cheers,
Bo Shaw
Mesa, AZ
Email: boshaw@live.com
Cell: 760-977-6612

Sent: Wednesday, October 22, 2025 11:13 AM

To: Bo Shaw <boshaw@live.com>

Subject: GT^ Bonnet

After Triumphest I made my yearly tour of a local bottom-end wrecking yard in Ridgecrest. I rediscovered what appears to be a GT6 bonnet that I found several years ago and couldn't find again. See photos. If anyone wants it and is willing to pay me the actual purchase price, I would be willing to price it and then purchase it if the price is satisfactory. It would be stored (outside) at my place in Ridgecrest until some kind of opportunity turned up to transport it to the buyer. I'm not interested in making any money – just supporting the Triumph community. Let me know if you or anyone else has any interest.



CLASSIFIED ADS: (cont)

Help Wanted

Project Title – Master Technical Index (*Triumph Trumpeter*)

Description – Create a master index of technical articles that have been published in the DCTRA *Triumph Trumpeter* monthly newsletter from the beginning of recorded publication.

Seeking - DCTRA member with reasonable time to donate to this project. Has reliable internet access to the DCTRA website and able to search all previous monthly newsletters. Once the Index is created, will become an annual maintenance detail – for perhaps another club volunteer to assist with.

Will be working with MS Word and perhaps MS Excel. Roger will assist to get you 'on the road'.

Timeline for Completion – will depend on many factors. At the moment no target deadline.

Contact: Roger pls leave a voice mail ☺ 480-550-2906

DCTRA thanks you in advance.

Notice:

Do you have a Triumph or some Triumph parts to sell? **This is the place for your ad.** Are you looking for some unusual Triumph parts? **You can place a want ad here.** The DCTRA shares this newsletter with many other Triumph Clubs so your ad will have lots of exposure.

Have I placed an ad in this newsletter for you? Have you sold it or otherwise disposed of it? Please let me know so I can remove the ad.

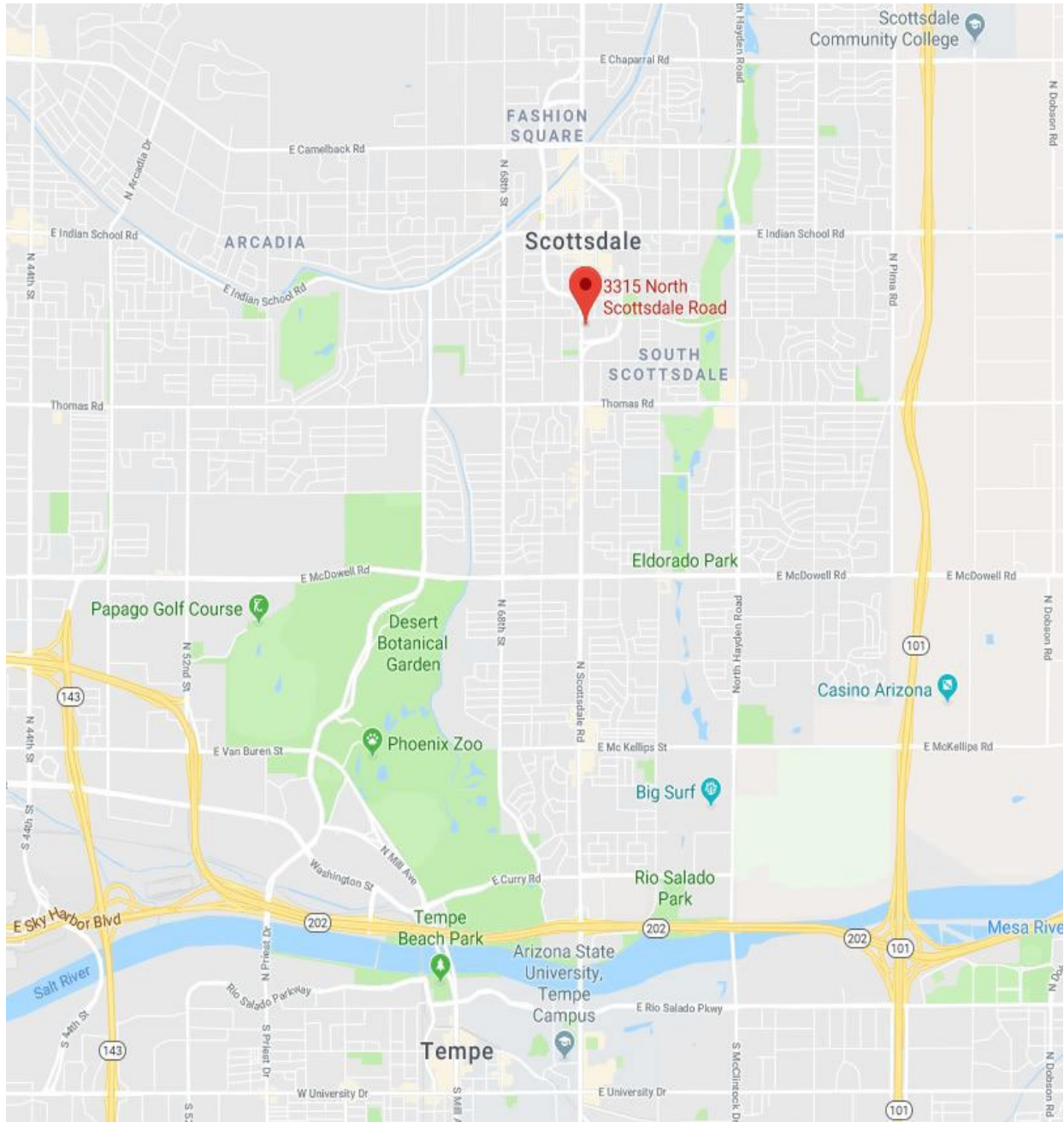
Thank you,

George M Montgomery, editor
georgemonty32@gmail.com

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
Scott Porter, Membership Chairperson
PO Box 12100; Scottsdale, AZ 85267
206-999-9977 scottpor@hotmail.com

☐

NEW MEMBER:

☐

RENEWING MEMBER:

MEMBER INFO (please print):

Name(s): _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____
Cell _____ Home _____

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

PAID:

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