

TRIUMPH TRUMPETER

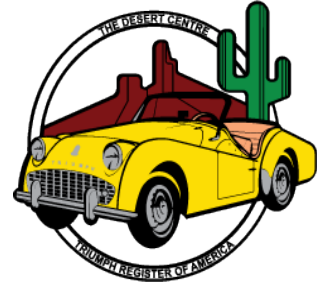
OFFICIAL NEWSLETTER OF
THE DESERT CENTRE-TRIUMPH REGISTER OF AMERICA

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Triumph Register of America

◀ Back



Handsome racer in a beautiful Triumph

October 2025

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NEXT CLUB MEETING

October 14, 2025
Denny's Restaurant
3315 N Scottsdale Road; Scottsdale, AZ

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One Year placement in the newsletter **AND** a link on the www.dctra.org website:

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Cover: John Horton in a photo he sent me several years ago.

Prez Sez—October 2025

My column may be brief (one can only hope ☺) this month due to putting time in on doing prep work on the TR6 for the much-awaited drive to **Triumphest '25** in Buellton. A mixture of annual 12,000 (. . . are you kidding me? – hard to believe that once our classic Triumphs were daily drivers . . .) mile or if not at least annual maintenance items in addition to some preventative maintenance (PM) items as seen fit and practical. My reference for the 12,000-mile check is the *Haynes (The Book) Owner's Workshop Manual for Triumph TR250 & 6 1967 thru 1976 All models*. ISBN 0 900550 31 7, published 1974, 1978. A blurb on the back cover includes this quote from *Road & Track*: "Haynes manuals are outstanding for giving the learner mechanic an easy to follow guide to doing most any type of repair or maintenance work on his or her car."

As many of you know by now one of our DCTRA members recently found themselves involved in an **auto accident** while behind the wheel of their TR6. Fortunately, neither driver was seriously injured, but both were 'shaken up'. This accident occurred near the DCTRA members home while they were driving through an intersection at the proscribed speed limit, only to have the other driver - *run their red light*. As I understand negotiations are underway with the insurance carrier regarding acceptable total repair costs and gathering cost estimates from local repair facilities able to take care of the classic TR6. This is a situation none of us would want to find ourselves having to negotiate, as such speaking for the entire DCTRA wish the repair process as seamless as possible for our fellow club member, and thankfully no serious injuries.

I also mention the accident as opportunity to bring up the topic of **insurance** for our classic Triumphs. As cost of materials and hourly shop time escalate - due to many economic factors, may wish to evaluate whether or not the valuation placed on your Triumph is accurate and reflects the escalating costs to repair – if work were needed now in 2025/26. Granted we are dealing with cost estimates, but I mention this only to consider the 'what if' – if one found themselves involved in an accident.

The monthly meeting for September was enjoyable, and those joining in by Zoom are finding refinements – my pledge - to work out tech wrinkles . . . one wrinkle at a time. Triumphest '26 Chair Ron Cole brought us 'up to speed' in regards to **Triumphest 2026** planning. Ron has hit the ground running and the club will be receiving frequent updates on this major DCTRA hosted event . . . the countdown 'time clock' has begun. Vice Pres. John Carroll has been involved with the City of Flagstaff regarding the historic Rt. 66 celebration as well as event regalia – many details. I wish to thank 'up front' the many DCTRA members who have volunteered to Chair the many aspects of Triumphest '26. Ron is assembling a team of enthusiastic and seasoned volunteers – many veterans of DCTRA's most recent Triumphest in October 2021, and enthusiastic new additions to the lineup of event leaders. Thank you one and all, and you will be kept up to date every month right here in the DCTRA *Triumph Trumpeter*. However, as the adage goes 'many hands make light work' – so if you wish to chip in and assist with any of the many events we have planned – please give Ron a call. Or contact Ron, and he will know of some gaps that need bolstering.

A small group of DCTRA will be '**caravanning**' to **Buellton**, CA beginning Saturday morning of October 4th – returning the afternoon of October 9th approximately. The route has been carefully planned by seasoned DCTRAers, taking the 'more scenic' ('the road less traveled') route with minimal time on freeways. I understand that 'overflow' accommodations have been made available, so it is still possible for those who would like to join in attending – to do so. Want to join in the caravan? Please let us know asap so driving details may be provided. The group is planning on staying in *Palmdale* to make for more relaxed two-day drive to Buellton.

Am passing on the YouTube Link to view the new video of the ATDI hosted by Tyee Triumph Club of Washington State - gathering held in Port Angeles, WA over Sept. 11 – 13th, by noted Triumph videographer Julius Abellera.

Quite a drive north for the California clubs. Here is the link:

www.ATDI 9/11 – 13th 2025 Port Angeles, WA or

<https://youtu.be/OCy3BM8Chhc?si=T0Fv0-NBcuSqBqKo>

Have you registered for the upcoming **British Wheels on the Green?** - occurring this year on Saturday, November 1.

Lastly, speaking of events. Is time to consider a suitable location or a member hosting the club annual **Christmas Dinner** gathering. Always fun and enjoyable. Please contact our DCTRA Events Coordinator and V.P. John Carroll with your suggestions.

In closing, **drive you favorite Triumph** as often as you can,

Roger

EDITOR'S DESK

George M Montgomery

October 2025

Well, this weekend, a number of our DCTRA members will be heading out for a 7-8 hour, 550 mile drive for Triumphest 2025 in Buellton, Ca. Many of you guys are madly working on your cars, or have been, getting your ride ready for the trip both mechanically and beauty wise. I hope you get there safely, win lots of races, rallies and shows. Make DCTRA proud.

I wish I were going with you. I've made many of those trips in years past. From here with DCTRA and throughout the twenty years, I was a member of the Central Oklahoma Vintage Triumph Register. We would have anywhere from half a dozen to a dozen and a half always caravanning to the Vintage Triumph Register National Meetings. Most of the VTR meets were on the east coast, so it would take us two, sometimes four days, to get there. We had a close - knit friendly club and many time we said, "it was the trip that was more fun than

the destination". I have many stories of troubles, breakdowns, and getting rained on so badly we couldn't see the car in front of us while half a dozen of us were on a four-lane highway traveling at 65 miles an hour.

Those of you leaving for Buellton with Armand's caravan won't leave until Saturday, so you'll have plenty of time to read this newsletter. You won't want to miss it. There are some interesting articles in it. John Carroll, Tony Chapman and Dave Turner sent me an excellent story about replacing the backlight (window glass) in a surrey top. Deborah Cooke and Ken Schmidt sent me an excellent report about the Rio Grande Rendezvous 2025. I agree with them; that is a very well organized event. Roger Prior sent an entertaining story about his front end alignment. I know among newsletter editors it is said that it is poor taste to simply list the articles in said n/l. Sorry I just couldn't help myself.

Our next months (October) meeting is going to be late in the month. It'll be almost halfway through the month, on the 14th. You'll want to be there for no other reason than just hear the war stories from the people who made the trip. Will I see you there?

George.

DCTRA Events September/October 2025

Garage Dreams: Timelines & Torque car show - October 4

This event is located at 2044 W. Riverview Auto Drive, Mesa, AZ, 85201 on Saturday, October 4, 2025 from 8 am to 1 pm. It is inside an 8.5-acre parking garage and will feature:

A 3-level showcase by vehicle era (Pre-1979, 1980–2005, 2006+), 35+ People's Choice Awards, Vendor Village & Food Truck Alley, Little Legends Power Wheels Racing, Drone Racing Show, And much more.

Their last event in June had over 510 cars and 5,000+ spectators. So, they are expecting another amazing show!

For more information, please visit their website or contact the founder and executive director, Blake Neri, at 602-320-5989. www.garagedreamsme.com

[CAR SHOW APPLICATION - Garage Dreams Market Expo](#)

<October Garage Dreams Flyer.png>

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TRIUMPHEST 2025- Buellton CA, October 5th through October 7th

<https://www.triumphclubsocial.com/triumphfest2025>

Please register and join the Arizona Group attending this annual event.

Tuesday October 14th - DCTRA March. Monthly Meeting - Denny's 3315 N. Scottsdale Road - Time 6 p.m. Socializing/dinner & 7 p.m. Reg. Business Mtg then adjourn to parking lot for the famed Triumph car review - and more socializing

Ongoing Members Breakfast. Every Friday East Valley and West Valley. Contact John Carroll for details. 480-622-8502.

May Cars N Coffee locations around Arizona. Check local event calendar.

Regular Occurrence Events

Second Saturday each month, October through April:

Cars and Coffee 8:00 to 10:00am

The Shoppes at Casa Paloma, 7131 W. Ray Road Chandler

Hunts Donuts – 3rd Thursday University and the Loop 101

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

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

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

NEXT CLUB MEETING: October 14, 2025 - a Zoom link may be sent out.

October 2025 Membership Report:

There were 20 attendees at the Sept. 9th monthly meeting. Four members drove their Triumphs: two 6s, a 3, and a GT-6! Pleased to update that we have one new member joining DCTRA: William Kirkham. Membership is now at ~160 members and 212 total including spouses/family members.

As we ease into the end of the summer heat, I hope everyone is excited for the cooler fall, winter and spring "driving" weather! I definitely am. I've missed my 60' TR-3 during my sojourn here in the Pacific N.W. I will definitely get my 3 out in mid-Oct when I return, before my right knee replacement on Oct 22nd, and the ensuing months of physical therapy slow down my driving (pun intended). 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, 3 types, (\$10), and DCTRA Patches (\$5). Let me know, by email, if you need any of these items.

Scott Porter
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DCTRA application form on page 27



Desert Centre Triumph Register of America Business Meeting

The September meeting of DCTRA was held @ Denny's Restaurant Scottsdale Rd. Meeting called to order @ 7:02 p.m. by Roger Prior, President.

Members present: David Ker, John Heisser, George Montgomery who drove his TR6, George & Chris Durkin, Tim Reiling who drove his TR3, John & Kathy Nuss, Julian & Kerry Anderson, Ron Cole, Chuck Kerzan, Mary White, Deb O'Brien, Ron Guidry, John Berges who drove his TR6, Armand LaCasse who drove his GT6, Pete Peterson. Joining on Zoom were Carl & Patty Miller and Jeff Van Skike.

No Membership or Newsletter report.

Minutes: Approved as they appear in The Newsletter. And Special Thanks to John Nuss for filling in for the past 2 months.

Treasurer's report: Armand LaCasse reporting reimbursement to John Carroll for Vector File & T-shirts as part of Triumphest '26. Also the purchase of the Trophy for The Digger Davitt Award for this coming Triumphest '25 in California. Armand also made the deposit payment to Li'l America, Flagstaff securing our venue for Triumphest '26.

Events: Pete Peterson has maps/instructions he's organized for those interested in a "caravan" to Buellton, California Triumphest this Oct 5-7....to avoid the interstates. Roger Prior discussed the upcoming British Car Day Oct 19 in San Diego....featuring Triumphs. November 1 is British Wheels on the Green. January 18, 2026, is the Concours d'Elegance. David Ker's 4th Annual event is February 21, 2026, in Buckeye @ his Tin Lizzy Ranch.

Technical: Armand proudly announcing he's driven his GT6 to the meeting this evening.... after 5 months. He reviewed the car's interesting history. Julian & Kerry Anderson reported their visit to S. California & finding a German made Amphicar w/ a Triumph engine. Ron Guidry has a recommendation for anyone seeking quality body work & expert detailing. Reach out to him for this information.

No Old Business

Triumphest: Ron Cole reminding us that our own Triumphest/Flagstaff '26 is 1 year & 8 days away - September 18 -20, 2026. Ron Gurnee has volunteered/been drafted to head up the always challenging but very important Raffle Committee!!!! More help is still needed!!!!

Motion to adjourn @ 7:48 p.m.

Respectfully Submitted, Mary A White Secretary

Bisbee's Breakfast Club

A Saturday in September

Story photos by John Carroll VP DCTRA

On a beautiful warm September morning, we met at Bisbee's Breakfast Club on Ray Rd, Chandler for a simple breakfast. Successful turnout on a rather early Fall morning. We had a lovely breakfast, and the table was full of all sorts of conversations and laughter with Armand, Craig, Tony, Mark, Vince, Rick, me (John C) attending.



Such a nice way to start a Saturday

Thanks
John.



Rio Grande Rendezvous 2025

Story by Deborah Cooke Photos by Ken Schmidt

This was our fourth time and this event, and it has been growing every year.

There was an amazing array of British cars -there was even an HRG, which was one I didn't even know. This year had a terrific turnout of MGs, particularly MGAs. There were several Morgans, including a hundred year old three-wheeler, which took first place in the classic British class. A gorgeous 2005 Morgan won its class, comprising the more modern British vehicles. Also present were some TR3s, 4As, TR6s, and a handful of Spitfires. Several Healeys, classic minis, Aston Martins, Jaguars old and new, a Lotus Europa, and a gorgeous vintage Bentley rounded out the field. And probably some I failed to mention.

This club does many of the familiar things, but in a slightly different order. Our Saturday morning started with a driver's meeting, and then the funkhana. After that came the driving rally. It was a treat to do the scenic drive in the cool morning, and the weather was perfect. It was a very pleasant tour through the area around Mesilla, and driving through tunnels of pecan trees was pretty special. The turnaround point of the rally was a brewery with a lovely patio, and many participants stayed for lunch. The rally finished at a restaurant that served Italian food and gelato. Yum!

By 3pm we headed into the historic town of Mesilla for the car show. Many years ago, we attended a car show in Mesilla, hosted by a now defunct club. That one was in the town square, which offered shops and restaurants all around, but oh dear, the parking situation was very challenging. This year we had a spacious parking lot at the town hall, which was great and only a mile or so from the host hotel. After a great opportunity to talk with other car owners and many local visitors, the festivities moved to a local Mexican restaurant. We were treated to an abundant buffet with much socializing throughout the evening.

Sunday morning was an awards breakfast at yet another landmark restaurant. We were gratified to win first place in the Spitfire division, and our taxi took third in the classic British category. And we won the funkhana too! The awards are gorgeous hand made tiles, and the artistic club member who makes them customizes them every year to reflect the venue. They are truly special.

This was a very well run event. Hats off to all who organized such a great time. Let's see if we can get more DCTRA members at next year's event, which will be in Farmington, New Mexico on the last weekend in September. There will be time to attend both Triumphfest and the Rio Grande Rendezvous. Hope to see you at both events.



This TR4A took 1st place in the TR class Deborah with Lilly at the start of the Funkhana

Rio Grande Rendezvous 2025 (cont)



Lunch break at "The Thing". I still don't know what it is.



TR6 from AZ. Scott and Linda Bizar



Various cars at the lunch stop on the rallye.



1925 Morgan and an HRG



Late model Morgans.



Lots of MG's, Jaguars, Minis, Aston-Martins

The last picture is the DCTRA doing their best

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.

Technical Corner

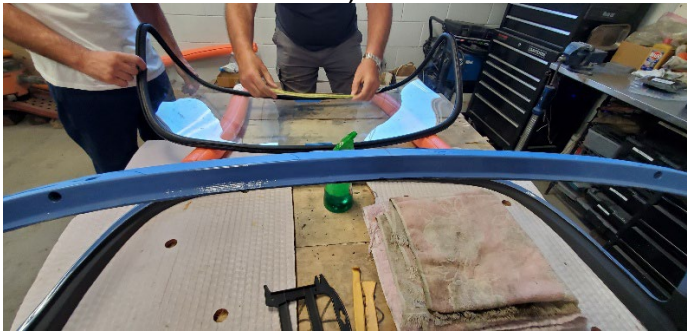
Surrey Top / Backlight Replacement

Story by John Carroll, Tony Chapman & Dave Turner

Photos by John Carroll

Tony is renovating his 1974 TR6 and decided early on he wanted to upgrade to a Surrey Top / Backlight rather than use the factory TR6 hardtop. Having sourced one from his brother's TR parts collection in England, he had it shipped over to Arizona. That was the easy bit.

After removing the glass to get the backlight painted the time had come to re-fit the glass. As is the case with many Triumph projects it's not without risk and in this case the stakes are high as the backlight Triplex glass is considered "Unobtainium" if a replacement is needed. Tony enquired about any experienced classic car owners who had already attempted this. As luck would have it one of our Friday breakfast friends, Dave Turner (owner of a Morgan / TVR / Lotus Cortina's) had first-hand knowledge of similar installs.



Armed with some 1/4" rope and plenty of Dawn dish soap, the 3 of us took on the challenge. Captain Dave was confident and assured and the components were well-prepared including securing the frame to the shipping crate it was delivered in to make the task easier. Armed with a seal warmed up in the Arizona sun, the job started by marking the centers on both the glass and frame. Carefully the seal was eased around the edge of the glass.

Now it was ready to install, beginning at the base of the frame following a generous application of Dawn dish soap sprayed all over the friction points (don't use cheap liquid). The seal was carefully pressed into position and the rope was removed from the seal to allow it to seat correctly. The corners presented more of a challenge but with a careful application of pressure from his assistants Dave was able to get the seal and glass seated perfectly.

Technical Corner (cont)

Surrey Top / Backlight Replacement



Once the glass was safely locked in place it was time to let it rest. All that is left is installation of the metal trim around the outside. That's a job for another day when we have the correct tool. Congrats to Tony and Team Dawn.



Technical Corner

Surrey Top / Backlight Replacement



A final part of the Glass Story from Tony. He bought a window trim tool from Amazon. Worked out well. Perhaps you can include this additional paragraph from Tony below.

"It was relatively easy to use the tool (I did it fine on my own but another helper would have made it a little easier) and it should work for the more common flexible plastic trim used on most TR cars / front windshields. Spraying the tool with a little Dawn liquid as a lubricant definitely helped

Also there were some rough edges on the tool fitting I sanded smooth as they could have potentially scratched the trim"

Thanks
John'

John Carroll | Vice President DCTRA

Age is just a number

Old Age is an attitude.

Technical Corner

Front End Alignment Issues

or, getting ready for drive to Triumphest '25 in Buellton

Story and photos By Roger Prior

“Fix a person’s alignment, and they will be driving straight for a year. Teach a person to align, and they will be driving straight forever.”

---R. Prior--

Part One:

This story begins innocently enough with a visit to my neighborhood **Discount Tire** a few days ago (Day One) to have all four TR6 tires bubble balanced in preparation for ‘The Drive’ to Triumphest '25. The friendly employee/ tire tech accompanied me to inspect the 4 tires resting in the cargo area of my Honda CR-V. Mind you these four tires were installed new about 3 ½ years ago by Discount – the Yokohama Avid Touring S (205/65-15), the same tires I have driven about 5K miles on during ownership of the TR6. When I purchased said TR6 from PO the set of Dunlop’s had aged out at 18 years, and I replaced with the Yokohama’s after doing my due diligence seeking guidance with help from the usual sources i.e., *Triumph Experience*.

The Discount Tire employees’ remarks went something like this . . . “These two tires are great and these two have severe wear issues and we can’t balance the two that were on the front”. The extreme tire wear on the outside of the tires were indicating out of spec ‘toe in’.

My first responses were (to myself that is) dismay, disappointment and finality agreement that the two front tires were indeed beyond hope. About 30 minutes later I left Discount with two tires balanced with some new weights relocated slightly per the balance. The Discount Tire tech pointed me in the right direction – front end alignment issues. In all honesty my working knowledge of the topic was minimal (as you can tell by my missing the multiple ‘red flags’) and this would provide me with an opportunity to get up to speed on the topic as well as help the TR6. This is my usual MO when approaching the TR6 and its mechanicals. I did do some technical writing occasionally as employee of Intel and it’s helping me now – hope you agree. However, you may also conclude that Roger better keep his day job.

Back home - later in the day with some easy searching on the computer found two interesting YouTube videos that helped me with the basics on the topic of ‘front end alignment.’ I will make reference to these informative videos at conclusion on this article for you.

Front End Alignment Issues (cont)

At some point during the videos - mention was made of the position of the steering wheel being positioned 'straight' when driving 'straight' down the road, etc., and how this relates to the big picture of wheel alignment . . . and all of a sudden the thought occurred to me . . . my TR6 steering wheel has been slightly pointing to the right during my entire ownership! Was I beginning to put 2 and 2 together? Yes, I had been driving along without paying attention to what the position of the TR6 steering wheel was telling me, yes, I had missed a huge 'red flag'.



Photo: steering wheel 'clocked to the right' before any adjustment

After more online research and consulting my tech manuals on hand, i.e., Robert Bentley's 'Big Blue', Haynes, I began with a plan to get started and do as much as I could myself – a new challenge if you will, which I enjoy. Remembering the adage . . . 'for a little bit more you can do it yourself'.

While the TR6 still being safely on four HFT 3-ton jack stands, I introduced myself to both tie rod ends, which looked in good shape, not damaged - just rusty in need of TLC.



To get started and tidy up/de-rust the tie rod ends needed one-foot length of #400 and #320 emery cloth, some aerosol WD-40, 'Big Blaster' penetrating oil and my little wire brush set (to gently work on the exposed fine threads), safety glasses, paper towels and elbow grease. About 30 min. later they were looking reasonably shiny smooth metal on the right-side tie rod end.

I repeated the procedure on the left tie rod end. Another shot of penetrating oil on the lock down/retainer/aka 'jam' nuts. The lock down nuts (3/4") on both tie rod ends were soaked in 'Big Blaster' penetrating oil overnight before attempting to move.

Front End Alignment Issues (cont)

Day Two (Sat. Aug. 30)

I continued to remove rust from tie rod ends, apply penetrating oil to tie rod retainer nuts.

I was planning on driving to the **Noggin and Natter** on Monday - Labor Day – but in view of the TR6 on jack stands and wheel alignment issues decide to drive the Honda.

Day Three (Tue. Sept. 2)

I continued to watch the YouTube videos and soak in the principles of front end/wheel alignment. Also, notion occurs to apply some additional (the ambient temp of my garage at 93 F isn't quite hot enough evidently ☺). heat to the tie rod area and especially the retainer nut region. I will not use a handheld torch but will use my HFT 1500-watt heat gun. With a 5 min application got the region up to 140 degrees F. Apply more penetrating oil and let soak overnight.

Day Four (Wed. Sept 3)

Story takes a 'turn' for the better today. The plan was to begin by firmly gripping tie rod with my larger size Vice Grips, set wrench to retainer nut and try to move after verifying which way to turn the nut to loosen. Went to a drawer of my Sears roll-a-round and found a tool that was a gift my son Joseph and his wife Angela had given me for Christmas 2023. The gift note in the box was most prophetic, and I quote: "Merry Christmas Dad! I thought this might come in handy when working on the Triumph." So, by indeed clamping onto the tie rod end with Vice-Grips, adjusting the wrench on the jamb nut with extender bar (Force multiplier) and applying elbow grease . . . low and behold the jam nut moved. Applying the same technique to the opposite side, and presto the other jam budged. What a happy day. I continued to gently dress up the fine threads on the tie rod, as these parts had not been shown any attention in a very long time. At this point it was time to move on to set up my measuring apparatus with string and take some baseline measurements. But first to make the string holding apparatus, again with ideas from the YouTube instructional videos. All measurements would be in millimeters.



Photo: Gift wrench extender needed to free up tie rod retainer nut.



Photo 4 String set up for measurements

Day Five (Sept. 4)

To remedy the tracking issue first. As TR6 steering had been pulling to the right, I adjusted the right tie rod three complete turns (mark rod with grease pencil as ref. mark) as a start (to move the right tie rod out) – I took a short test drive and was surprised how well the steering wheel lined up straight and decided to move the rod one half more turn (outward) – snugged the retainer nut just enough.

Day Six (Sept. 5)

After setting up the measurement jig, I aligned from back wheel to the front wheel and wrote down the measurements/distance from the steel rims to the string information for reference. I also noticed I had misplaced the set of Vise Grips, which is not unusual for me in the busy garage. The measurements verified indeed I had way too much 'toe in', so I began to gradually increase the 'toe out'. After gathering tools and the LED Light, I crawled under the right front end and used a smaller set of Vice Grips this time – to rotate the tie rod end one complete rotation outward – about one millimeter – then snug down the retainer nut. After a drink of Gator Aid I moved to the left side to repeat the operation. Remember the missing Vise Grips? – they were still firmly attached to the right tie rod end from yesterday ☺, luckily I did not lose them during the test drive! I cleared out the tools and took TR6 for a spin. The steering wheel remained centered up and for now I'm pleased with the work. Tomorrow I'll set up the measuring jig and confirm, double check my work in the early morning when cooler.

I'll return to Discount Tire to purchase the replacement tires, bubble balanced.

I'll also re-visit the front-end alignment on the TR6 – "to go for the Gold".

Hope this article has helped you to come to the conclusion you may want to check the wear on your Triumph's tires. Pay heed to suspected 'red flags'. Procedures will be different for those with IRS, but helpful information is available. Remember, tires are what separate you from the road.

John Heisser showed me another way to check the 'toe in' without the string. John's technique will be described in Part Two

This concludes Part One.

Reference YouTube video: This video explains how to align a TR6 – how good can it get?

<https://youtu.be/Is6jr-Gm5sY>

The Joy Bus Diner!

The Joy Bus is a nonprofit organization whose sole purpose is to relieve the daily struggles of people with cancer by delivering a fresh and healthy meal with a friendly face. Their mission is to improve the lives of their patrons through good food and company. The Joy Bus eases the burden faced by cancer patients by providing healthy meals specified to meet their needs, delivered by volunteers who are often cancer survivors themselves. Learn more about this amazing organization at joybus.org.

Our Web Master

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BWOG VALVE COVER RACING INVITATION

By Randy Koontz

The anticipation is building as the annual Valve Cover Racing event gears up for another spectacular showing at the 2025 British Wheels on The Green (BWOG). This unique spectacle, scheduled for 11:00 am sharp on Saturday, November 1st, promises a blend of engineering ingenuity, spirited competition, and basic racetrack fun.

What is Valve Cover Racing?

Valve Cover Racing is a playful (yet often fiercely competitive event) where participants have built their miniature race cars using valve covers from MG and Triumph engines. The race is a gravity-powered contest, meaning that success depends on both clever engineering and a bit of luck.

From aerodynamics to weight distribution, builders employ a variety of strategies to create the fastest and most unique cars possible - adding specialized wheels, using custom paint designs and decorations to create one-of-a-kind race cars. The main ingredient though is enthusiasm.

Event Details and Schedule

- Date: Saturday, November 1st, 2025
- Location: Peoria Centennial Plaza, at the heart of the BWOG festivities
- Racing Time: 11:00 am sharp
- Check-in Time: Beginning at 8:30 am, near the front of the Amphitheater (close to the food trucks)
- Voting and Registration Close: 10:30 am

The Check-In, Inspection, and Race Format

You do NOT have to be registered for the official BWOG Car Show to enter your valve cover car into the races. The race is open to all!

Participants will be guided through a quick and friendly car check-in process: (1) cars must be signed-in at the designated registration table; (2) cars will be reviewed for compliance with entry rules (which includes a simple weigh-in to ensure fairness and safety); (3) cars will be assigned a unique identification number for use in the event.

Compliance with the entry rules is essential for ensuring a level playing field. Participants are strongly encouraged to review the following link for the official event rules ahead of time. For example, maximum acceptable weight is 10 pounds and maximum wheel diameter is 6 inches. Please review the rules using this link:

<https://www.azmqclub.org/BWOG/2025ValveCoverRacing.pdf>

Once checked in, all valve cover race cars will be displayed for spectators and participants to admire – and to vote for their favorite car! The car with the most votes will receive the coveted 2025 BWOG “Best of Show” Valve Cover Award.

At precisely 11:00 am, the races will commence! In each round, the cars will run three races to determine which car advances to the next round. Depending on the number of entries, bye rounds may be needed. If a car experiences a crash event and can be immediately repaired, the car will be allowed to continue in the competition.

Awards and Recognition

At the BWOG Awards Ceremony, three awards will be presented to celebrate achievement in both performance and design. This year’s distinctions include:

- 1st Place: Winner in the final three run bracket

- 2nd Place: Runner-up in the final bracket
- “Best of Show”: Voted by attendees for overall creativity and appeal

See You at the Races!

Whether you want to compete in the races, or simply watch and cheer, this is an experience not to be missed. Remember, you CAN race your car AND volunteer to help with the races. Volunteers are still needed for this fun event! So, “start your engines”—or at least your valve covers—and get ready for a day of memorable fun!

We look forward to seeing you at the races—may the best valve cover cars win!





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.

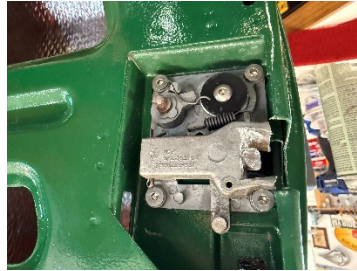
Phil Lobeck

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)

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.

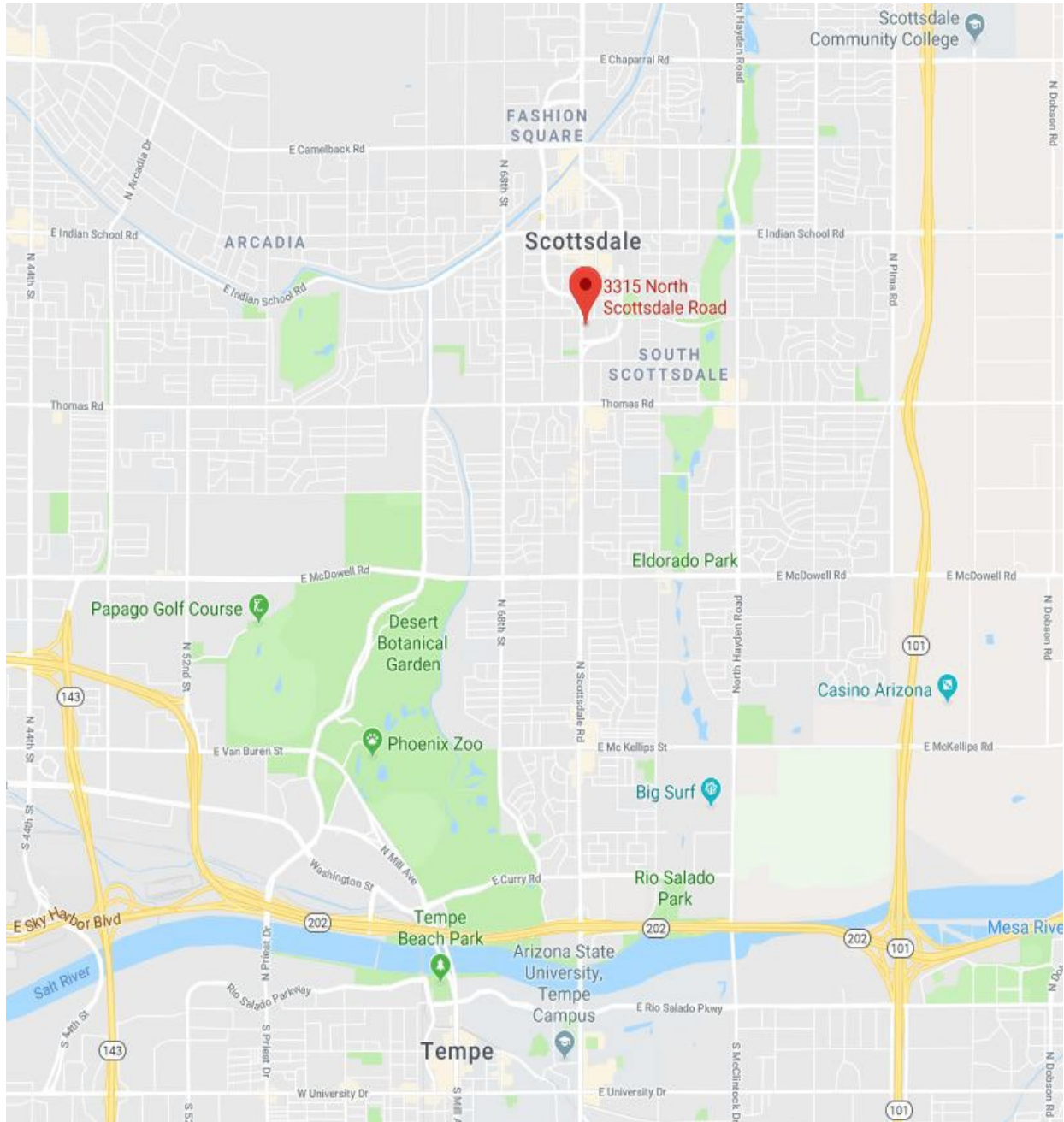
Have I placed an ad in this newsletter for you? Have you sold it or otherwise disposed of it? Please let me know so I can remove the ad.

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:

Model	Commission #	Year
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

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.vsgccc.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