

# TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF  
THE DESERT CENTRE-TRIUMPH REGISTER OF  
AMERICA

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*Triumph Register of America*

◀ Back



On the Phoenix Mural Tour

**July 2023**  
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**NEXT CLUB MEETING**

July 11, 2023

Business meeting @ 7pm

**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](http://www.dctra.org) **website:**

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**Cover:** Roger Prior's beautiful TR6 out recruiting on the MG mural tour.

# Prez Sez – July 2023

John Heisser, President

Whoa! What a great newsletter last month! Thanks so much to Michael Samuels for Part One of his journey to becoming a participant in the Copper State 1000. This was an extensive article with several pictures which I REALLY enjoyed reading, can't wait to read Part Two!

John Carrol's very nice article about "The Six River Crossing Tour" was accompanied with several photos, John, if you plan this again, I will defiantly join!

Bob Holt wrote a great technical article about using "tintable" bed liner for undercoating. He included photos of the products, tools, and how it looked after application. He also included some links for the products he used. I can see several benefits to using this as undercoating, sound proofing being one of them.

The MG club's "Mural Drive" took place the last Saturday in May, this was a drive through downtown Phoenix mostly through the Roosevelt Arts District, it took about an hour ending at the Duck and Decanter close to 16<sup>th</sup> Street and Camelback Road for breakfast. Triumphs were well represented with Michael Samuels's TR4, Roger Prior's TR6, My TR8, Armand LaCasse's GT6 and Oliver Strimelle's Spitfire. A BWOG planning meeting followed. Michael, Roger, Randy Koontz and I attended. The MG club has hosted this event for 5 years now and it is well organized. Their biggest need is for volunteers for the day of the event. They are reaching out to other British car clubs to help out with judging cars, data entry to tally the Judges scores, helping to park / placing participating cars, setting up tables and chairs etc. So keep this in mind as an opportunity to support the British Car Community, the person to contact if you wish to volunteer will be in next month's newsletter.

The LBC community has lost a long-time member, Don Pottenger of the MG club. I meet Don a year or so ago, at a BWOG planning meeting and had a few phone conversations with him concerning possibly joining forces to promote LBC's and our clubs to a younger demographic. He was a member of the MG club for several years, their newsletter editor for over 12 years, a volunteer for the BWOG since the beginning, I'm sure he will be greatly missed, rest in peace Don.

Father's Day, I know many of you have children that live outside the Phoenix area. I remember having many phone conversations with my father but the ones on Father's Day were special. Fortunately, my son lives here so we were able to get together later in the day after he spent the morning with his children swimming. We had a nice time watching the final round of the US Open, and enjoying a steak dinner. Regardless of how you celebrated, hopefully you enjoyed your special day.

Thx, John

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## EDITOR'S DESK

George M Montgomery, Editor

I made my annual drive to Oklahoma in June for a high school reunion (this was my 61<sup>st</sup>), a week visit with my sister and her family, a visit with my son, and a return trip via Ft. Worth to visit an old college chum (we've been friends for 57 years). It was a great trip that I enjoyed driving. I'll do it every year that I am able.

I have been gone for the past two weeks and only returned Wednesday evening, and have had three doctor's appointments since returning. Having the articles and photos, members have sent to me early, helps to get this newsletter out by the first of the month. Thanks guys.

Michael Samuels' second half of his journey to the Copperstate 1000 Rally is just as entertaining as was the first half. I think his son and navigator, Josh, did an excellent job of capturing the history, trip to the event and the event itself. If you haven't read the first half yet, go dig out your June issue and read it now. We'll wait.

I was so sorry to hear of the passing of Don Pottenger of the Phoenix MG Club. Don was the editor of their newsletter. We exchanged copies of our newsletters and discussed various ideas about them. He always sent me the notices and publications for their British Wheels on the Green. The MG club will be hard pressed to find a suitable replacement. I, for one will miss him and our email discussions.

If you can't make it to our July business meeting on the 11th, our Vice President, Roger Prior, has promised to send out a Zoom link. I hope you can make it in person, though. I'd like to see you there.

George

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# July 2023 Membership Report:

Very little... nay, zero activity to report this month regarding membership.

As a reminder, we have club logo SWAG available at a modest cost. Business cards, windscreen stickers and past Triumphest keychains are free. Sew-on patches for \$5, License Plate Frames \$15 and Grill Badges \$25. Let me know how many of each you would like.

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Application form on page 30

## DCTRA EVENTS

### DCTRA Events July

July 11, 2023, Regular Business Meeting at Denny's 6 PM Dinner, 7 PM Meeting.

Sept 7<sup>th</sup> – 10<sup>th</sup> '23 Triumphest; San Rafael, CA

Oct 29<sup>th</sup> , British Wheels On the Green (BWOG).

Nov 11<sup>th</sup> – 100 Years of TRs & MGs (tentative date) More info later

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

### Regular Occurrence Events

Status of All Events Are Unknown Presently

Some have restarted some have not Check and verify whether it open or not.

Hunts Donuts – 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

### NEXT CLUB MEETING

**June 11, 2023, in-person, a Zoom link will be sent out also.**

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# Desert Centre Triumph Register of America DCTRA Meeting Minutes

June 13, 2023

The June meeting of DCTRA was held @ Denny's Restaurant, Scottsdale Rd. John Heisser, President, called the meeting to order @ 7:02 p.m.

**Members present:** Michael Bulfer who drove his Sport6, Cal Busenitz, Jim Dickey who drove his TR6, Scott Drysdale, John Heisser who drove his TR8, David & Aaron Ker, Chuck Kerzan, Mary White, Armand LaCasse who drove his GT6, Bob Maser, Marv Miller, George Montgomery, Pete Peterson, Roger Prior, Dave Riddle, Michael Samuels, Jeff Van Skike. Joining the meeting on Zoom: Mark Kramoltz, Jim Bauder, John & Kathy Nuss, Deborah Cooke.

**Guest:** Welcome to Tom Nebrich.

**Minutes:** Minutes of last month's meeting were approved as they appear in The Newsletter.

**Treasurer's report:** Armand LaCasse reports a few minor items as income and the cost of name tags & some printing as the only expenditures.

**Membership:** Marv Miller reporting he has windscreen stickers and DCTRA business cards for anyone. Also patches and grill badges are for sale.

**Newsletter:** George Montgomery appreciates the submitted article and pictures.

**Technical:** Anyone needing help with TR differentials, Armand LaCasse has the tools.

**Events:** John Heisser, President; Roger Prior, Vice President; Michael Samuels and Randy Koontz are attending the planning meetings for this year's British Wheels on the Green, October 29, 2023, sponsored by the Arizona MG Club in Peoria. The MG Club is looking for Volunteers to help at the event, judging etc. DCTRA may want to consider becoming a Sponsor of this event. There was also a discussion of the upcoming Triumphest. This next year, 2024, is to be an "off year". Clubs of Southern California are scheduled to hold Triumphest in 2025. DCTRA "could" hold the event in 2026.

**New Business:** John Heisser is involved with The Ambassador Club meetings to find ways to promote new members, especially getting young people interested in British cars. Pete Peterson recently purchased a TR2. Armand has John Horton's current address for anyone wishing to contact him.

Motion to adjourn @ 7:45 p.m.

Respectfully Submitted

Mary A White Secretary

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# On the Copperstate 1000

Story by Michael Samuels, photos by Josh Samuels

Editor's Note: Last April Michael and his son, Josh participated in the 2023 running of the Copperstate 1000 Rally driving Michael's '63 TR4. Michael wrote an article about the history of this car and its journey to run the rally, and the rally itself. The first segment of that article was included in the June issue of The TRiumph TRumpeter. Here is the second segment.

## On the Road at Last

After all the camaraderie up to this point, we left the stadium and found ourselves alone. Josh deciphered the route book and pointed us in the right direction. There was lots of traffic and a construction zone, precipitating the immediate concern that we might get involved in an accident before ever leaving Tempe! Within a few minutes, however, we spotted a couple of Copperstate cars including a beautiful E-Type Jaguar, and stayed together as we left the construction and entered a superhighway. We were all pretty pumped at that point and moved along with all the traffic with confidence, already getting thumbs up from passing cars. Soon the traffic thinned out and we exited onto the real start of our trip, the Beeline highway heading north to Payson.

This was the point where I truly began to understand what the driving portion of the event was about. Route 87 soars north, steadily rising, the air getting cooler and fresher with every mile. Majestic valleys and increasingly forested mountains cradle the road as it curves ever upward, gaining 4000 feet between Phoenix and Payson. The TR4 felt strong and smooth as we surged forward, the car cruising at over 70 on the gentler climbs and close to that on the steeper sections. We realized then how important the overdrive would prove on this trip. The rally would include no racing or competition, but we couldn't suppress the desire to keep up with our new friends and show that the Triumph was a purebred no less than its more expensive brethren.

Being a man of a certain age, we were about halfway to Payson when I realized that a nature stop would be much appreciated. However, this was the only leg of the trip that would not include a planned stop. I had been on the Beeline before and knew of a tiny blip on the road called "Sunflower." I thought it might include some sort of public accommodations, so I pulled the car over at the "exit" (really just a small ramp) and headed toward the only building in sight. Quickly, it became clear that this was some sort of towing company or the like, and the gate was closed with no intention of serving the general driving population. Taking a quick glance around for privacy and rattlesnakes, I found some bushes and started to do what I had to do. No sooner was I feeling relief, when I heard a man over a loudspeaker exclaim, "We have the first arrest of the Copperstate 1000, for indecent exposure!" I turned and saw one of our friendly DPS motorcycle officers ("Motors," in their parlance), helmet shield up and laughing in my direction. Let's just say that I was happy when it was over, and I was back in the driver's seat!

## On the Copperstate 1000 (cont)



We reached Payson and followed the directions to the Chaparral Pines Golf Club. This proved to be a picturesque and friendly first stop. As would become a pattern, there was plenty of parking reserved for our group out front, so the entrance quickly became a rather impressive automobile museum. A buffet lunch was waiting and many of us enjoyed patio seating and the cool breezes. In time, the last brownie disappeared, and, on our own schedules, we set off on the second leg of the day, the trip to Flagstaff. As would become our pattern, Josh took the afternoon section, and I became navigator.

This leg was an opportunity to experience, yet again, the incredibly varied and beautiful terrain of our new home state. As we started north on route 87, the road disappeared into the forest. It became narrow and lightly traveled as it wound through the pines. Now we needed sweaters as the air continued to cool. For the next 35 miles, we enjoyed the contrast from Phoenix while also recognizing that not every road in Arizona would be hospitable to our vintage rides. We slalomed between potholes and broken pavement sections, and learned why the TR4 has a reputation for not having the most supple suspension. Secretly, I started to worry that a thousand miles of this kind of driving could become exhausting, as well as having the potential to shake the car to pieces. I didn't say anything to Josh and we both just took the road as it came to us.

Before any major parts flew off the weary TR, it was time to leave 87 and continue heading north on Lake Mary Road. What a relief! The road immediately became smooth and welcoming. The scenery opened up, with impressive views of Lake Mary and Mormon Lake. At the latter, we enjoyed our first rest stop in true Copperstate style. There was a very impressive RV parked at the overlook, tables in front displaying an endless variety of snacks, coolers full of non-alcoholic drinks, and the opportunity to use a clean restroom inside the RV. It was also a chance to reconvene with the other drivers, admire their cars, hear about any mechanical issues, and take lots of photos.



## On the Copperstate 1000 (cont)



Soon after our arrival, the phalanx of support vehicles pulled in to join us. It was the first time we had really seen them in one place and it again became clear how 33 years of practice had prepared the event organizers for every eventuality. There were three large flatbed trucks with new Lexus hybrid SUVs strapped on, and three service trucks staffed with mechanics to rectify any mechanical ills our vintage steeds could dream up. The Motors were there, helmets off, keeping an eye on everyone and everything, chatting with participants who considered them as much or more important to the event as any driver.



Full of M&Ms and Topo Chico, we got back on the road and enjoyed the rest of that impressive scenery until we reached Flagstaff. It was just a moment to reach the High Country Motor Lodge, our first overnight accommodation of the trip. We all found places to park our cars, checked in, and found our bags already in our rooms. I could get used to this! But the fun was just starting. The lounge area was spacious and open to the outside, with tables in and out of the sun and a large, open bar. Like many others, Josh and I grabbed craft beers and went back to the parking lot. We broke out our box of cleaning supplies and used our microfiber cloths and spray detailer to bring back the shine. We were surrounded by friends in their Copperstate mounts, so there was as much laughter and story-sharing as cleaning. We ambled over to "Sick Bay," the section roped off for the vintage auto medics to bring comatose cars (Jaguars, mainly, but also a smattering of Italians and other marques) off life-support. We reconvened in the bar for a lengthy happy hour (or two). Then time to hit the showers, put on

## On the Copperstate 1000 (cont)

some clean clothes, and enjoy a buffet dinner with adult beverages in a large, white tent adjacent to the lobby. Most of us were pretty spent by this time, so we noted the instructions regarding the Monday morning schedule (luggage drop-off, breakfast, driver's meeting) and straggled off to our rooms to sleep.



### Go North, Young Man

Monday morning in Flagstaff started bright and chilly. We dropped our bags with the luggage truck and moved on to a lovely buffet breakfast in the lobby of the HCML. There was even a top-notch coffee shop built into the lobby, catering to our every wish without charge. We moved to the tent for the morning ritual of the driver's meeting, only to realize that the air inside was so cold that we unanimously moved the meeting outside into the sunshine. After a brief meeting, and now suitably caffeinated, we moved on to the parking lot and got our cars organized. I did notice that some of the vintage carburetors were a bit hesitant to start in the near-freezing weather, but soon the sounds of everything from Ferrari V12s to straight 6s from many countries, and even more 4s (including a very eager Triumph) bellowed out of the parking lot and we were on our way.

Josh and I were running a little later than most and ended up near the end of the line. For some reason, on trying to exit the lot onto the main street, the light just stayed red for us while it cycled three times for the rest of the intersection. We needed to go straight through the intersection, and I started to wonder if I should just go and hope to avoid both getting T-boned and/or a serious moving violation, when someone had the bright idea to ask a pedestrian on the sidewalk to push the button for a walk signal. For whatever reason, this gave us our green and the last five or six cars zoomed out to try to catch all the others.



## On the Copperstate 1000 (cont)



There was a stretch of cut-and-thrust with traffic on the highway, and then we left the environs of Flagstaff for a gorgeous stretch of open road (Route 89) heading north to Page, near the Utah state line. Large, sweeping curves, elevation changes, open country and majestic mountains were a feast for the eyes. Speeds rose and cameras came out as the weather warmed steadily. Rookies like Josh and me came to understand fully what sort of driving adventure the Copperstate would be and some of why so many participants return year after year.

After the usual RV hospitality stop near Cameron and a top-off at the gas station, we continued on 89A to Kanab and Soup Creek, stopping for lunch at the Cliff-Dwellers Lodge. This is a charming small inn and restaurant that caters to kayakers. It has world-class burgers and other relatively simple, but delicious, fare. Unfortunately, we all arrived at pretty much the same time and overwhelmed the chef. This wouldn't have been a problem with our relaxed schedule, except for the fact that most of the tables were outside in the direct sun. We began to understand why our meals, up to this point, had been served buffet-style! In any case, the wait was worth it, and we all finished full and happy.



Returning to our cars, we continued west to Jacob Lake. This took us through a woody park, feeling worlds away from the desert setting in which we had started. We had been warned of a speed trap in Jacob Lake and, sure enough, a local officer was there with blinking lights and an unfortunate driver waiting for his ticket (not one of our group, thankfully!). We continued west and north through Fredonia, Colorado City, and across the Utah border. As we

## On the Copperstate 1000 (cont)

approached Springdale, near the entrance of Zion National Park, we enjoyed a leisurely drive through a charming town with historic homes. Finally, we reached our destination at the Marriott Springhill Suites.



The rhythm that evening was similar to the previous one. We parked in long rows of vintage iron, got into our rooms, and then looked for the “Welcome Wagon” (bar). This being Utah, there was no actual bar at the hotel, but beer magically appeared, and thirsts were slaked as we wiped off the day’s dust and cleaned windshields. Everyone needed a shower after our time at Cliff Dwellers, and then we convened for a happy hour at an event space across the street from the hotel. The sun set behind deeply impressive mountains (much like Sedona), the weather cooled, and we sat in large circles around fire pits and regaled each other with the happenings of the day. Then onto a buffet dinner at the restaurant next door, more stories, and discussion of all we had seen. Finally, we struggled off to bed in anticipation of our visit to Zion the next morning.

### Pilgrimage to Zion

Tuesday morning again brought bright, clear weather, warmer than the previous day in Flagstaff. The morning routine (luggage, breakfast, driver’s meeting) brought a familiar rhythm, and then we all headed off simultaneously toward the park entrance, just a couple of miles from the hotel. Unfortunately, the staff at the three entrance gates was not used to accommodating such a large group all at once. We inched forward, enjoying the crisp morning air while keeping a close eye on our temperature gauges. The Triumph always runs cool, so Josh and I had no problem, but the usual culprits (Jaguars) started to struggle. After about 30 minutes, someone at the park gave the order and the rangers began to wave all the cars through to clear the long lines. We surged into the park.



## On the Copperstate 1000 (cont)



Josh and I had never visited any of the remarkable national parks in southern Utah, and were unprepared for the drama of the colors, rock formations, vistas and tunnels that Zion threw at us in rapid succession. We had no urge to drive at our usual quick pace; to the contrary, we wanted to drink it all in. Josh took hundreds of photos, and my head swiveled in every direction. It all seemed to end far too quickly, at least for those of us whose cars cooperated. For some of the others, the initial stress of gridlock followed by steep climbs and little airflow proved too much and our sweep team kept very busy. In fact, one of the E-Types overheated right in one of the park's lengthy and very dark tunnels, causing a temporary backup before rescue.

### You Can't Control Mother Nature

I think we all exited the park too soon, with appreciation and plans to come back for a more substantial visit. Then it was back on 89 South toward Kanab, Lake Powell and Page. We gathered at a rest stop at the Escalante National Monument, then headed to Lake Powell. Crossing the border back into Arizona, we climbed up a steep hill to the Rimview Terrace Restaurant for lunch overlooking the lake.





## On the Copperstate 1000 (cont)



If the drive after Zion seemed a bit anticlimactic, the situation would change after lunch, and not in a good way. We resumed the trip on 89 South toward Cameron and Page. Soon, the winds from the west picked up until they started to buffet the cars. The Triumph, slab-sided and only about 2000 pounds, was certainly affected. More important, as we headed south the terrain became more barren and the windstorm evolved into a sandstorm. While visibility remained adequate to allow reasonable speeds, we had to close the windows and the scuttle vent in an attempt to keep out most of the sand. Periodically, we would encounter sand drifts across the highway and try to coast safely across them, all the while putting in endless steering corrections to compensate for each gust of wind. At one location, where the winds were still strong, but the sand was absent, we tired of the overheated cabin and I opened the scuttle vent. A huge puff of sand emerged through the dash vents, hitting us in the sunglasses (thank goodness) and teeth (not so nice) before I grabbed the handle and closed it again. We would hear later that this was the first sandstorm affecting the Copperstate in the past 17 years.

We stopped for gas and bathrooms at a trading post in Cameron. The wind was still so strong that we had to hold onto our doors on opening them to keep them from flying off their hinges. It was unsettling, but at least there wasn't much dust at that location. Then a quick stop at the RV rest stop and on to the Little America Hotel in Flagstaff.

### Taking Stock

Though the skies remained gray and the temperatures cool, it was a welcome relief to arrive in Flagstaff. We parked, got our bags and found our rooms (quite spacious, with elegant marble baths), then returned to the parking lot for the afternoon ritual of an adult beverage and spray detailer. The Welcome Wagon situation was particularly inviting, with a full-fledged bourbon bar staffed by a knowledgeable Men's Arts Council (MAC) volunteer and some of the finest bourbons I have ever tasted.

However, while we relaxed with a drink, it was also time to assess the damage from the storm. There were no accidents, but one-by-one, we each realized what it meant to our

## On the Copperstate 1000 (cont)

beautiful cars to drive through over 2 hours of sandblasting. Most of our windshields were deeply pitted, our exposed headlights in the same condition, and paint surfaces on the front and on the right (such as fender flares) were seriously abraded. The paint, headlights and windshield on my Triumph were less than three months old at that point, so the changes stung a bit. That said, we understood that driving our cars in a thousand-mile rally came with some risks — these cars were not trailer queens! Also, windshields and headlights are consumables in Arizona no different from brake pads. Paint correction will have to deal with the rest.

Then it was off to the showers, happy hour reception and dinner. Most of us were pretty tired, Josh and me included, but we also knew that the trip was waning, and we didn't want to let it go. So, several of us convened at the bar after dinner for stories about auto auctions, strategies for choosing the right collector car, and even about flying "warbirds" in simulated dogfights. Then it really was time for bed to prepare for our last day on the road.

### Saving the Best...

We left Flagstaff heading for the communities of Oak Creek Canyon, Sedona, Cottonwood, Jerome and Prescott. This was a very different kind of drive, with most of us sticking together and traveling at moderate speeds on beautiful, twisty roads with spectacular scenery. The weather, once again, was perfect and it was top-down/windows open for all of us.



After Jerome, it felt like we had entered the Alps. This was the most fun I have ever had in the Triumph, with endless second-gear turns and switchbacks, sheer drops, and the opportunity to practice heel-and-toe downshifting. I had no idea how comfortable the TR4 would be on these roads. The torque, excellent breathing from the modified 4-cylinder, brakes, suspension and steering all came together on that drive. Josh took dozens of photos, but it was only towards the end that I realized how monstrously unfair it was that I got to enjoy this and Josh (also an experienced track driver in his Corvette Z06) was only a passenger. So, we pulled off the road, switched places, and he drove vigorously back up the hill for several miles, turned the car around again, and then repeated the fun. Even better, this time we trailed a race-prepared vintage 911 with an experienced driver all the way back down.

Exhilarated, we joined the rest of the group at the RV stop at the Mingus Recreation Area. Then it was on to Prescott, for lunch at the historic Hassayampa Inn.



## On the Copperstate 1000 (cont)

By this point, most of my clothes had ceased to fit (three buffets a day can do this to a middle-aged man), so a salad was enough, along with time to chat with friends and start thinking about all that awaited us at home and even about next year's event.

Back in the cars, we left Prescott on 89 and enjoyed the scenic roads through Yarnell. In an ebullient mood, we enjoyed the final RV stop on Yarnell Hill, with a view of the entire valley spread out below us. We knew that we had reached the climax of the adventure, at least from an automotive point of view, took lots of photos of our new friends and made plans to get together after the event. Then it was back in the cars for the fairly straightforward trip through Wickenburg toward Phoenix's crowded vortex.



## On the Copperstate 1000 (cont)



### The Final Celebration

Having participated in many long-distance cycling events for charity, I guess I had a fantasy that we would arrive at the Arizona Biltmore to cheering crowds, balloons and maybe some Arizona Cardinals cheerleaders. The reality was that we pulled up to the valet at the hotel and were directed to a remote parking lot. We locked up the TR, selected our suitcases from a large pile and checked in. The Biltmore is an extravagant property, very much worth a visit. We found our luxurious room and got ready for the final banquet.

Cocktails were outside as the sun set. We had all saved our nicest clothes for the evening and the mood was relaxed and celebratory. Then it was into the banquet room. There were videos, speeches thanking the event organizers and staff, the Arizona Highway Patrol officers, and members of the Men's Arts Council. There was an auction of an original painting by a member of the MAC that added considerably to the total contribution of our event to the Phoenix Art Museum. Finally, a series of awards to the event participants and others with special trophies and heart-felt messages of appreciation.

With hugs and final good-byes, we made our way back to our room for a well-earned opportunity to relax and sleep late. The next morning, we returned home (about a mile from the Biltmore), dropped off the car, came back in the sedan to pick up the bags. Then it was time for a pancake breakfast to celebrate a father-son experience that far exceeded our wildest hopes, and to plan our adventure for next year.





# On the Copperstate 1000 (cont)

## Lessons Learned

Take-home messages from participating in the event were:

1. *This is a wonderful group of people coming together for a good cause.* Everything about the event was positive, from the initial kickoff to the final banquet. The Copperstate 1000 benefits the Phoenix Art Museum and helps to ensure that the museum is able to provide arts education to young residents of the county all year long. The group also supports the 10-90 Foundation, which supports fallen Arizona Highway Patrol officers and their family members.
2. *What you drive isn't the main thing.* We got endless compliments on the Triumph, despite the fact that it was among the most modest vehicles on the trip. Often, the compliment was accompanied by a story regaling us on how that person had owned a Triumph in college, had struggled to keep it running, had used it for all sorts of hijinks, and had endless fond (and not-so-fond) memories of the car. By the end of the trip, we concluded that, in the 1960s and '70s, Triumphs were clearly the gateway drug for sports car-loving young people.
3. *Conversely, this is a group of very discerning automotive enthusiasts and applying with a TR4 is definitely a stretch.* The organizers are looking for cars that bring something interesting, perhaps unique, to the event. These automobiles usually have a story. Most owners have a collection of important cars and many apply with a different car each year. So, if you have a more mainstream model, it is important that there is something special in its story that you can convey to the organizers. What makes your car stand out from other examples of the same model? Does it have a racing pedigree? Is it a particularly unusual version with extra performance?
4. *Be a good citizen.* In an event like this, opportunities arise to help others. Perhaps you hear of another car that needs a part that you have in your box — offer it in case it might keep that car off the flatbed and on the road. Certainly, you would hope for the same if your car expired suddenly. In addition, this is a charity event and there are plenty of chances to step up and support good causes. Be the person who says, "Yes."

Spending these five days with my son, around his significant birthday, driving our special Triumph for 1000 miles with an amazing group of volunteers and participants, was a once-in-a-lifetime experience. Hopefully, not the last. We are already planning for next year. Who knows—maybe with another Triumph or two to keep us company!

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# Southwest Unique Little Vehicles

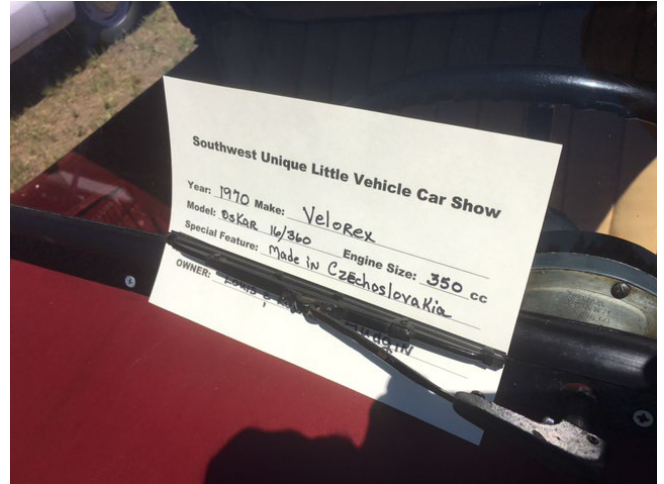
Article and photos by John Heisser

SWULVC (Southwest Unique Little Vehicle Club) car show took place at the Lazy J Ranch in Flagstaff on Saturday June 24 this show was hosted by J and Jody Heath at their property, J has 3 nicely restored Morris Minors. There were about 40 cars present, anything from very rare small European cars, hot rods, to mid-sixties restored AMC Ambassador station wagon, there were about 10 British cars but no Triumphs. (See Photos)





# Southwest Unique Little Vehicles (cont)



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Our Web Master



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

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Parts at cost & 20% discount on labor to  
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DAVE@MICROWORKS.NET



# MG Central Phoenix Mural Tour

Story by John Heisser, photos by Roger Prior

On May 31<sup>st</sup> the MG club hosted a drive through downtown Phoenix, mostly through the Roosevelt Arts District. It took about an hour ending at the Duck and Decanter close to 16<sup>th</sup> Street and Camelback Road for breakfast. Triumphs were well represented with Michael Samuels's TR4, Roger Prior's TR6, My TR8, Armand LaCasse's GT6 and Oliver Strimelle's Spitfire. A BWOG planning meeting followed. Michael, Roger, Randy Koontz and I attended. The MG club has hosted this event for 5 years now and it is well organized. Their biggest need is for volunteers for the day of the event. They are reaching out to other British car clubs to help out with judging cars, data entry to tally the Judges scores, helping to park / placing participating cars, setting up tables and chairs etc. So, keep this in mind as an opportunity to support the British Car Community, the person to contact if you wish to volunteer will be in next month's newsletter.





# MG Central Phoenix Mural Tour (cont)





# MG Central Phoenix Mural Tour (cont)



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## LET'S CELEBRATE 100 YEARS OF MG & TRIUMPH

In addition to encouraging competitive valve cover racing at the 2023 *British Wheels on the Green*, DCTRA and the Arizona MG Club are working together to schedule several activities to celebrate this special centenary event for our two iconic British roadster marques.

Because both clubs include older (slower) and faster (newer) roadsters, it is important to schedule activities and driving events in the cooler months. The goal for any planned activities is that all our slower and faster cars might participate. The tentative date for the 100 Year celebratory events for our clubs is presently Saturday, November 11<sup>th</sup>.

Although the specific activities / events are still in the planning stages, both clubs will be kept informed as the event plans unfold. In the interim, if you have any ideas for joint events that would include all cars, please share them with either Randy Koontz ([randy.koontz@cox.net](mailto:randy.koontz@cox.net)) or Andy Kurtz ([mrakurtz@icloud.com](mailto:mrakurtz@icloud.com)).

Even though we cannot match the Silverstone activities in the UK, it will still be ROADSTER FUN IN ARIZONA! Please mark your calendars for November 11<sup>th</sup>.



# Valve Cover Racing

By Randy Koontz

## Valve Cover Car Racing: Triumph vs MG



Who among us does not like a little friendly competition – especially when we are competing against our Arizona MG roadster colleagues? Since racing our cars competitively on the streets of Phoenix is not feasible, how about joining in a Triumph vs MG Valve Cover Car Racing Competition?

For those members who participated in the Arizona MG Club's Noggins and Natter in Goodyear this year, you likely witnessed their MG valve cover car racing competition. It was a fun event, and the track constructed for the event was impressive. The racetrack even included an electronic monitor with lights at the end to denote the winning car.



While watching their MG car creation's role down the track (a few competitively but most rather leisurely), some of the DCTRA members who were present decided that we could build Triumph valve cover cars with much more impressive performance.

So why am I sharing this information? I want to encourage our DCTRA members to consider building Triumph valve cover race cars so we can compete against the MG cars at the British Wheels on the Green (BWOG) event this Fall in Peoria. BWOG is scheduled for Sunday, October 29<sup>th</sup>.

I spoke with the AZ MG Club, and they welcomed the competition – thinking of course that the MG cars will most assuredly defeat any Triumph cars that we might build.

So, what say you? For those interested, I can send the construction and participation rules to the DCTRA members via e-mail?

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# Put this British Car Community Event on your Calendar!

## British Wheels on the Green Car Show

Save the date for this year's British Wheels on the Green Car Show. This year's event will be held on October 29, 2023 at the Peoria Centennial Plaza in Peoria, Arizona. This year's show will benefit [Sunshine Acres Children's Home](#). Registration will open in Summer 2023. See details of last year's show at <http://www.azmgclub.org/british-wheels-on-the-green/>. Last year's Noggin & Natter and British Wheels on the Green shows benefited Phoenix Children's Hospital, and in total raised more than \$7,000 for PCH! Thank you for your support in the past and we look forward to seeing you at this year's events!



## BRITISH WHEELS ON THE GREEN

Join us on October 29, 2023!

[www.britishwheels-az.info](http://www.britishwheels-az.info)

Organized and hosted by the Arizona MG Club

<http://www.azmgclub.org/>



# CLASSIFIED ADS:

**For sale:**

I have a Triumph Windblocker for sale. It's a Moss item. It's in new condition. I'm asking \$125 for it.

Rick Hartmann

Cell 708-724-5238

[ltzatr6@gmail.com](mailto:ltzatr6@gmail.com)



5-23

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**Free:**

John Truttman has a collection of shop manuals and competition manuals for various cars. He only want them to go to someone who wants to use them.

John Truttman: 480-695-2591,

[truttmanj@gmail.com](mailto:truttmanj@gmail.com)



4-23

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**For sale: or Trade**

I have a pair of TR6 black seats (high back) in good condition, which I would like to trade for a pair or TR4A or TR250 low back seats. Black and in good condition would be perfect, but I'm willing to rebuild/recover low back seats if I can find them.

If you don't want to trade, please contact me if you are willing to sell.

Ray Gauthier

Sent from iPhone

503-260-4137

1-22

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## CLASSIFIED ADS: (cont.)

### FOR SALE: Spitfire

Former member Cliff Philpot has a Triumphs for sale. A 1974 Spitfire 1500



Cliff is in his 90s and wants to sell both cars. Make him an offer.  
Prospective buyers may contact Jan at 623-810-5511

9-21

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### FOR SALE:

Frame off rebuild. Have all receipts from Moss Motors, British motor parts, British wiring, new suspension front to back. All new brakes and brake lines. New wiring harness front to back. New weber carburetor and aluminum intake. New header, New aluminum radiator, new alternator new windshield new tires, New paint too much to list. Owner passed away in February family wants to sell needs interior, needs instrument panel and a few more odds and ends. If you have any questions give me a call. Jeff Gardner 928-889-7131



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## CLASSIFIED ADS: (cont.)

### FOR SALE:

I have a commercial 3 speed vertical band saw and the 230 volt converter that needs to find a new home. I paid over \$1,150.00 and will takt \$850.00 for it.

The car lift was \$1,450.00 plus freight. I want \$900.00.

John Horton  
602-843-1399  
[Triumphshoppe@gmail.com](mailto:Triumphshoppe@gmail.com)



3.1.23

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### FOR SALE:

1958 TR3A – project car, clear AZ title, \$1,400, needs a lot of work.  
Pete Peterson (602) 615-3640

1954 TR2 (Long Door) – project car, all correct sheet metal, clear AZ title, \$2,500  
Pete Peterson (602) 615-3540

1961 TR3A – project / parts car, no title \$500.  
Pete Peterson (602) 615-3540

Weber carburetor (pair), down drafts, with intakes and air cleaners, for TR6, \$100.  
Pete Peterson (602) 615-3540

1943 Ford GTB (Burma Jeep) registered and insured, runs drives and stops \$10,000.

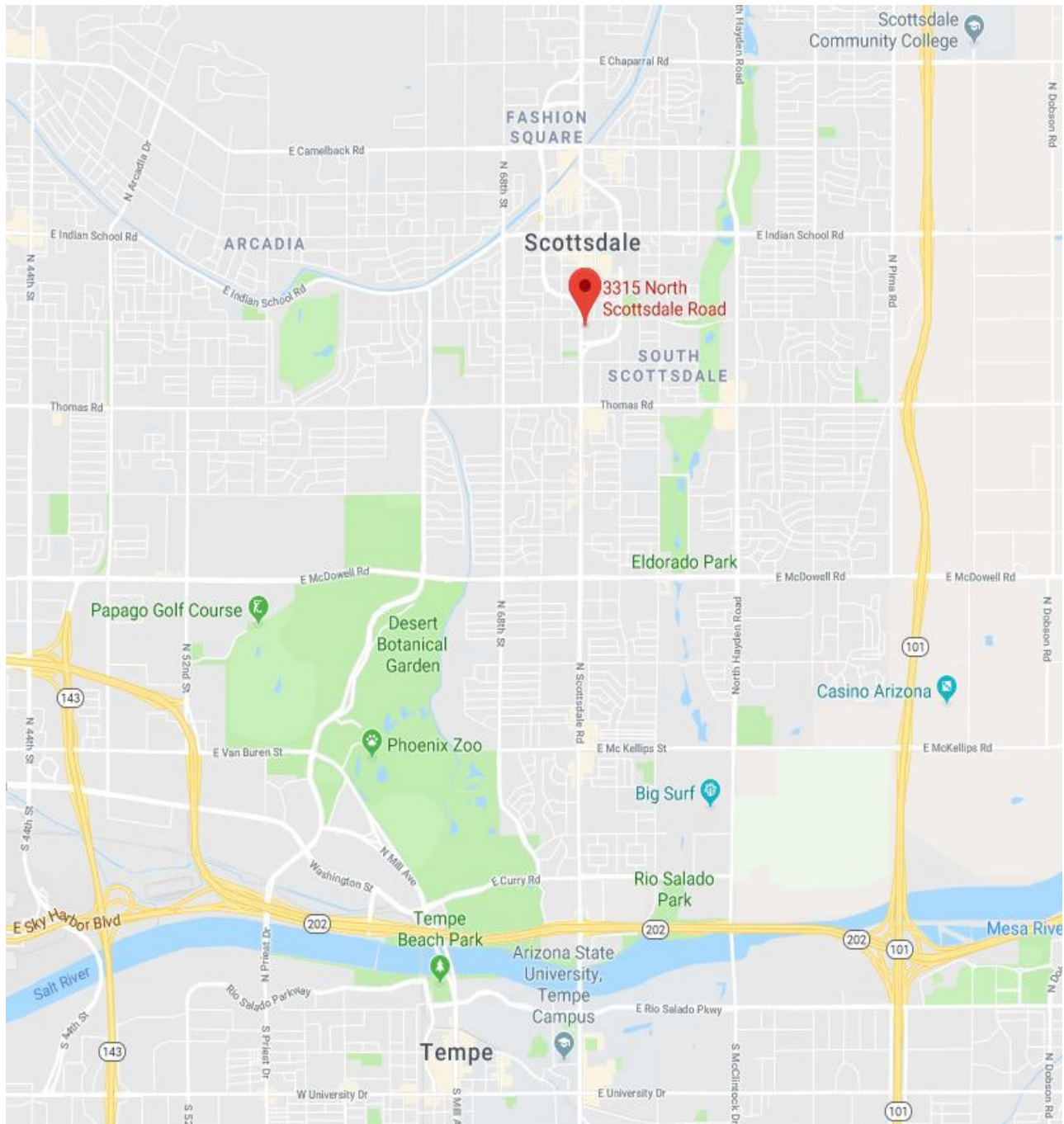
5-23

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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 #

\_\_\_\_\_  
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

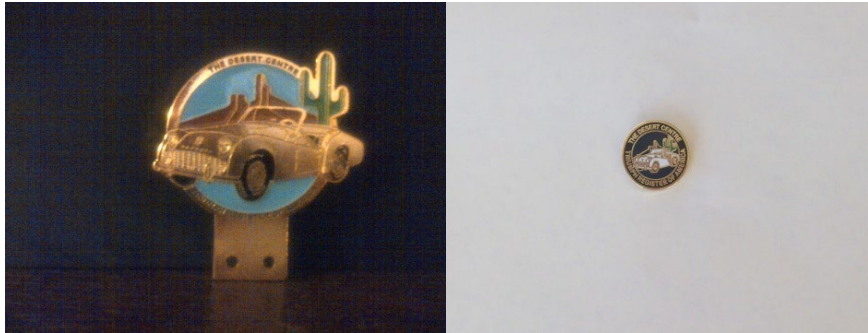
October 1 and December 31- One-year dues are \$25.00, two-year dues are \$42.00, and three-year

dues are \$60.00. This allows everyone's dues to become payable on January 1 of the appropriate year.



# Regalia

We also have 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)  
frame

Lapel pin (3/4 inch diameter)

Licenses plate

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.texastriumphregister.org">www.texastriumphregister.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>