

# TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF  
THE DESERT CENTRE-TRIUMPH REGISTER OF  
AMERICA

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*Triumph Register of America*

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On the 6RX Tour

**June 2023**

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**NEXT CLUB MEETING**

June 13, 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:** John Carroll's TR6 while on the Six River Crossing Tour

# Prez Sez – June 2023

John Heisser, President

Well, it's been a slower month, about the only thing that happened car wise was a drive that John Carroll planned, I believe he wrote a short article for this month's newsletter. This looked like a fun drive. Roger Prior and I met the group for lunch in Wickenburg. If John plans it again for the fall, I'll be sure to go.

A quick technical note: if you plan on installing an electric fuel pump, make sure that it can be used with E85 fuel. The one I had on my TR8 was less than 2 years old fail and left me stranded after the Copper State 1000 send off. It was a name brand and still ran, but barely moved any fuel.

The Ambassadors group, as I have mentioned the last few months, I would like to form a group to attend car shows, technical education centers with automotive curriculum, etc. The goal would be to promote interest in our cars to a group of people that may not have ever heard of a Triumph, or did not know that there were other British cars not just Mini Coopers and Jaguars. It would be great to have at least 1 of each TR model and a Spitfire and GT6 to be displayed. Information and/or a brief history about your car and information about your car's model such as production years, number of units built, improvements made over the production run, engine size and other interesting facts. This information could be as simple as a type written paper displayed on the windshield or as elaborate as a poster size placard on a stand in front of the car. This group would be voluntary, however would require someone to coordinate the group's activities. I will volunteer to coordinate the group unless someone else would like to, so if you are interested in participating, please contact me.

This past weekend was Memorial Day, a day that we are reminded of the sacrifice many honorable men and women and their families have given in service to our country. Many people will thank a veteran for their service; I believe one of the best ways to thank them is to exercise the freedoms they protected responsibly.

Thx, John

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## Odd Facts and Information

Gold is the only metal that doesn't rust, even if it's buried in the ground for thousands of years.

Your tongue is the only muscle in your body that is attached at only one end.

## EDITOR'S DESK

George M Montgomery, Editor

Last month Michael Samuels promised an article about the acquisition of his TR4, the preparation of it for the Copperstate 1000 Tour (CS1000) and the tour itself. I have included the first installment of that story in this issue. The second half, the tour, will be included next month. I have read through the whole story, and I'm impressed with the tenacity he portrayed in this endeavor. I'm also impressed with his literary skills. It is a very well-written story. I might recommend him as a replacement for me when you tire of my syncopated flatulence. Well done, Michael. The car looks nice too.

Bob Holt sent us an excellent article about using a body color undercoating. It's a topic we don't see often but important for those of us doing a frame off rebuild of our LBCs. Even if not a complete restoration, removing certain components for a clearer access to the underside of the car would be helpful. Thanks, Bob.

I noticed on a photo taken while on John Carroll's 6RX Tour, at a gas pit stop, (the photo got cropped) the cost of gas was \$5.39. The price of gas here in the urban area has come down somewhat from that ridiculous price, but we forget that out in some rural areas, the price is still up there. Last year when I drove on my annual trip to Oklahoma and Texas, that was the price when I filled my tank the morning I left. It wasn't that high when I drove into New Mexico, Oklahoma and Texas. Why is the gas so high here in Arizona? I will be leaving on that same trip in a couple of weeks. I hope the price doesn't spike again before I leave.

This month is Father's Day. If you are lucky enough to have your dad with you, spend some time with him. The period he will be in your life is limited. Those of you whose father has passed on, I wish you fond memories of him. I lost my father 58 years ago when I was only 22 years old. I was barely out of adolescence and don't feel I got to spend enough time with him as an adult. I am envious of you who had more time with your fathers.

DCTRA member Ron Gurnee had knee surgery last week and is recovering at Sante of Mesa Rehabilitation, 5358 E. Baseline Rd, Mesa, AZ. He will be there through next week. He may or may not be able to attend our June meeting.

Our monthly meeting, June 13<sup>th</sup>, is late in the month this month of June. I hope to see you there.

George

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## June 2023 Membership Report:

Three new members joined the club in May. Driving her restored 1970 Spitfire Mk III from New River to the May meeting was June Sterling. Also joining at the meeting was Jeff Van Skike of Phoenix, who is returning his 1974 TR6 back to life after a 10 year stint in storage. Jeff is dealing with a high idle problem after having his twin ZS carbs rebuilt. Unable to attend the meeting was new member Butch Koenig of Mesa, who owns a 1978 Spitfire. Butch is looking forward to meeting everyone at a later date.

The membership list now shows 144 memberships with 198 members.

Two new member packets & 3 name badges were distributed at the last meeting. Four additional packets & badges were mailed. I still have one name badge for a current member. If you have joined the club within the last several months (excluding our newest 3 above), you should have received your DCTRA name badge.

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Application form on page 30

## DCTRA EVENTS

### DCTRA Events June

June 3, 2023, Phoenix Art Mural Drive & BWOOG Planning Meeting – **Short Notice**

June 13, 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

October Mid-late, British Wheels On the Green (BWOOG) – date to be determined.

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, Alpion's at Troon

### NEXT CLUB MEETING

**June 13, 2023, in-person, a Zoom link will be sent out also.**

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# Desert Centre Triumph Register of America DCTRA Meeting Minutes

May 9, 2023

The May meeting of DCTRA was held @ Denny's Restaurant, Scottsdale Rd. John Heisser, President, called the meeting to order @ 7:05 p.m.

**Members present:** Cal Busenitz, Tony Chapman who drove his TR6, Ron Cole who drove his TR6, Jim & Amy Dickey, Scott Drysdale, John Heisser, Chuck Kerzan, Mary White, Armand LaCasse who drove his GT6, Nelson Leatherwood who drove his TR6, Marv Miller, George Montgomery, John & Kathy Nuss who drove their Spitfire, Eddie Ochoa who drove his TR6, Pete Peterson, Scott Porter, Roger Prior, John Reynolds who drove his TR6, Dave Riddle, Deborah Cooke & Ken Schmidt, June Sterling who drove her Spitfire, Jeff Van Skike.

Several of our newest members in attendance tonight: Jeff Van Skike - new member as of this evening. June Sterling, also a new member this evening, and her guest Todd Byers. Also welcome to Jim & Amy Dickey who brought their 2 daughters, ages 15 & 10.

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

**Treasurer's report:** Armand LaCasse reported several expenses for The Garage Tour and purchase of new name tags. Income last month from several new memberships.

**Newsletter:** George Montgomery is very appreciative for all the pictures submitted from members of The Copperstate Send Off and the East Valley Garage Tour.

**Technical:** Jeff Van Skike described trouble w/ a temperature sensor. Pete Peterson brought a box of books & screwdrivers - Free to all.

**Events:** Roger Prior reporting that The MG Club will be having an event in August - details yet to be determined.

**Old Business:** John Heisser was asked by the TRA for nominations for their "Joe Richards Founders Award". John submitted the names of 2 of our members, John & Kathy Nuss, who received an Honorable Mention. Armand LaCasse reported on the work of The Digger Davitt Award Committee. This committee consists of George Montgomery, John Heisser, John Reynolds, Pete Peterson.

**New Business:** Tony Chapman has purchased John Horton's '76 TR6.

Motion to adjourn @ 7:27 p.m.

Respectfully Submitted,

Mary A White, Secretary

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## Odd Facts and Information

If you are right-handed, you will tend to chew your food on the right side of your mouth.

If you are left-handed, you will tend to chew your food on the left side of your mouth.

# The Road to the Copperstate 1000

Story and photos by Michael Samuels

## History

The road to participating in the 2023 33rd edition of the Copperstate 1000 was full of twists and turns. I am a serial Triumph offender and never expected that joining this event was even possible.

About 15 years ago, after many years of admiring British sports cars, I was captivated by an eBay listing for a 1970 TR6 PI, originally from Belgium, in Pimiento Red. I was living in Miami Beach at the time, so I flew to Tennessee upon winning the auction and drove the car home. This was a very compelling car, strong and visceral, but no one in Miami was capable of maintaining the Lucas mechanical fuel injection system. In addition, there was much more corrosion than I had realized (Fred Flintstone floorpans and all!) and eventually I sold it to an enthusiast from Washington, DC. I certainly hope that it found the right owner and got the

restoration it deserved. The early '6s still have a very special place in my heart.



A few years later, I again succumbed to the allure of Triumph and bought a '76 TR6, Tahiti Blue, from Dennis Wilson at Wilson Motorcars in Washington, Missouri. Dennis is a former Triumph racer and has had a business focused on vintage Triumphs for decades. The '76 had been tuned as a high-performance car with many modifications, but (again) there was very little support available in Miami for this car. I could never get it to run reliably and sold it after several years. In retrospect, this is a car I should have kept, but my home in Miami Beach had lots of salt air and no garage space, so the conditions just weren't right. Perhaps most important, there were no great South Florida driving roads. Not so in Arizona!!

The Triumph disease is insidious, and I continued to be a frequent visitor to Dennis' website, thinking about my next Triumph conquest. I was especially intrigued by the idea of purchasing a TR4 rather than a '6. The Michelotti styling drew me in (hood bulge, eyebrows, sculpted rear fenders almost like fins), along with the relative rarity of the TR4 compared to its younger brother. My search became more purposed when my wife and I decided to relocate from Miami Beach to Phoenix. This was more my wife's idea than mine, and one of the incentives she used to lure me was the promise that our new house would have a, wait for it...four-car garage. So once we had committed to the move and found the house, the inexorable pull of empty garage space drove me back to WilsonMotorCars.com.

No sooner did I check back than did I see a 1963 BRG TR4 that looked awfully interesting. Aluminum Surrey top, dual twin-throat side-draft Webers, cam, headers, exhaust,

## The Road to the Copperstate 1000 (cont)

overdrive, book matched walnut dash, Les Leston period wood steering wheel, leather interior, period American Racing Silverstone magnesium wheels. Dennis described the car as the best TR4 he had encountered in his years in the business.

I flew to Missouri in June, 2021, and checked out the car. It drove beautifully, feeling about as quick as either of my previous TR6s. Dennis estimated 125 horsepower in a car weighing about 2000 pounds. No corrosion. An older restoration from around 1995. I wrote him a check and arranged for transport to Phoenix. The car was waiting for us when we arrived with the moving van.



Over time, the story of the '63 came to light. Dennis described the car to me as having originated with a gentleman named Frank Manning from Toronto. With the car came the original bill of sale with Frank's name on it, some photos of a frame-off restoration, many trophies from Toronto-area concours events and car shows, and some other memorabilia. Over time, I contacted Dave Sims from the Toronto Triumph Club and Dave was very generous with his time and correspondence about the history of the car. Even more helpful, Dave got me in contact with Steve Beer of Reg Beer Coachbuilders. Though Reg (the father) is gone and Steve and his brother are retired, Steve has very clear memories of the restoration and his subsequent long relationship with Frank maintaining the restored TR4.

As the story unfolded, I learned that Frank worked as a young man for the Sports Cars Unlimited dealership in Mississauga, Ontario. He bought the car new on March 15, 1963. The bill of sale indicates a total price of CAD 2876.97. He drove the car actively for many years, primarily in the summer months. Frank later took a position with Castrol of Canada and continued to be deeply involved in the world of British sports cars and racing. He accumulated parts for the car, including the steering wheel and the magnesium wheels. The story behind the latter begins with Frank attending the annual races at Sebring sometime in the late '60s or thereabouts. He spent time with Kas Kastner's Group 44 racing team on behalf of his employer, Castrol. When Frank found out that the team was phasing out the use of the iconic magnesium American Racing Silverstone wheels (see any period TR4 racing photo and they will be there), he purchased 5 from the team for his own car.

Time passed and something happened that caused Frank to park the car for several years. Steve remembers Frank asking Steve to come by the house in Vineland and check out



# The Road to the Copperstate 1000 (cont)

the '4 as a candidate for a frame-off restoration. The car was over 30 years old at the time, and well-driven. It had some panel corrosion and was no longer running. Steve remembers emphasizing to Frank that the car was not a good candidate for a frame-off restoration as the work would cost far more than the restored car would be worth. He recommended that Frank buy a restored car, but the owner would have none of it. He wanted his TR4 brought back to life and was not concerned about the cost. So Steve picked up the '63 and off it went to the restoration shop.

Frank had very definite ideas of how the car should look and perform, with a rally-themed restoration. That said, Frank's ideas were his own and he didn't want an exact duplicate of the factory rally cars. So he deleted the front bumper but not the back, decided (reluctantly) against fender vents behind the front wheels but added hood louvers for extra cooling, added overdrive, the Webers, cam, and exhaust, and dressed up the interior with the new dash, steering wheel, and leather. He included a roll bar for the driver but not for the passenger, Shelby Cobra style. He included a four-point latch and link racing harness for the driver but a conventional three-point belt for the passenger, and a vintage fire bottle mounted on the transmission hump.

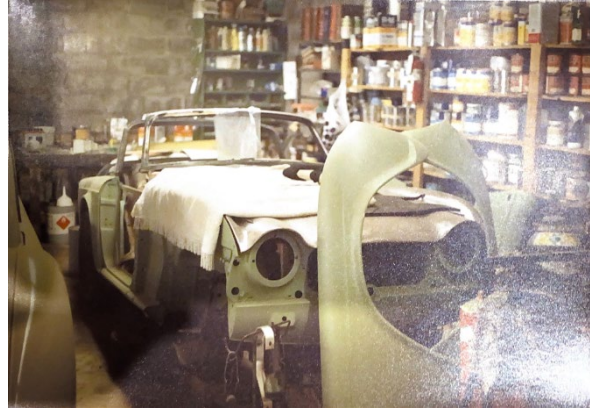
Steve remembers Frank as having a huge passion for the car. He "drove the wheels off of it" every summer, showing it frequently and participating in club events. Steve describes Frank as outgoing and friendly. Frank would bring the car back at least annually for maintenance and everyone at the shop developed a close relationship with this gregarious, enthusiastic client. Although the original complete restoration was completed about 1995, Frank drove the car enough that the engine was "freshened up" again about 2007.

Eventually, Dave tells me that Frank's health declined. In the last several years, Frank became unable to drive the car and it sat unused until his daughter sold it to another club member around 2020. Around the same time, Reg Beer Coachbuilding largely shut down, now taking on only limited work from time to time. It appears that the TR4 was soon sold again to an attorney/collector in the US who kept it for a relatively short time, and who then sold it to Dennis Wilson. So, I feel like the second owner, though that is not technically accurate. Frank passed away in January.

VEHICLE INVOICE		STANDARD TRIUMPH		No. 224	
1485 EGLINTON AVE. WEST TORONTO 10, CANADA		DATE		March 15, 1963	
Mr. Frank Harding 222 SAFETY RD. DOWNSVIEW, Ont.		PRICE		1,128.00	
SPECIAL EQUIPMENT AND ACCESSORIES		TOWERS COVERT		40.00	
LICENCE		TOTAL		1,168.00	
SETTLEMENT		FINANCE CHARGE		375.00	
STOCK # P 58		DIFFERENCE		2,283.00	
TRADE-IN		TOTAL		3,146.00	



## The Road to the Copperstate 1000 (cont)



### The Good News (and the Bad News)

The Phoenix chapter of the 4's life started out hopefully. I noted a number of minor issues that required attention, mostly electrical (who would have thought?). Some circuits were shorting, there was a consistent electrical drain that appeared to be related to an internal short in the wiper motor, some gauges didn't work, etc. I worked with a friend/mentor to do as much as I could to deal with this, including replacing some parts (starter and speedo cable), but knew I needed professional help. The car went off to British Auto Repair in Scottsdale for higher-level attention. This was not my first Triumph; I had no illusions of a trouble-free relationship. I was just grateful for good friend/club support and having a highly competent shop to do the rest for me. The car arrived at BAR in January 2022, with a laundry list of needs. My only regret was losing the car for a few weeks during peak driving season in the southwest.

In February, I knew the car was just about finished and was ever so excited about getting it back. I asked the shop manager to look at the ancient, non-functioning cassette audio system and the existing aftermarket speakers and consider replacing the head unit so that I could have Bluetooth functionality. Basically, I wanted music but also the ability to explore the Arizona backroads using GPS from my phone, broadcasting directions over the speakers. The manager said they would deliver the car to an excellent audio shop in Scottsdale known for its work on exotic and vintage cars. The car made it over there on a Wednesday.

On Friday morning, I got the sort of call from the audio shop owner that no one ever wants to receive.

"Michael, would you like the good news or the bad news?"

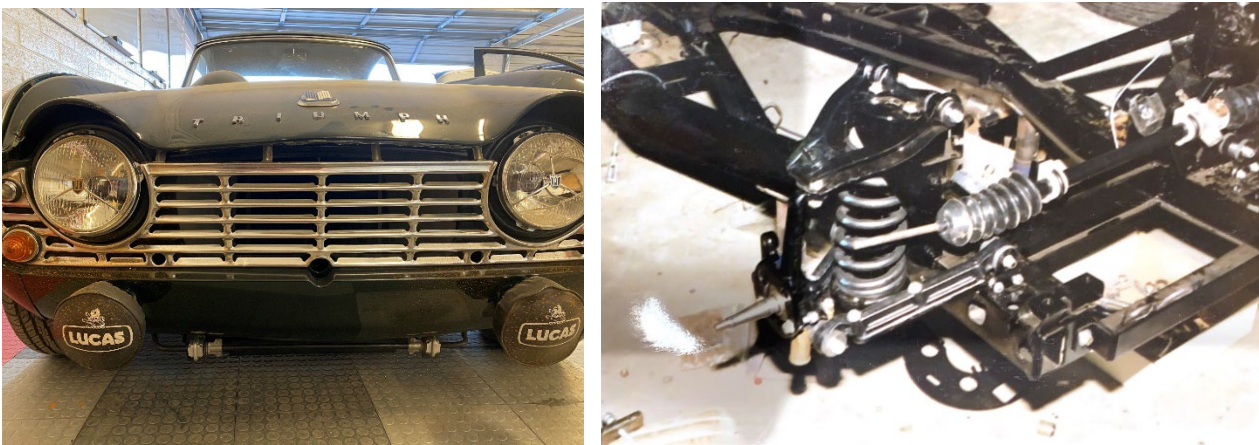
"How about I hang up now and forget you called me?"

"Well, I'll start with the good news. You have a great new Bluetooth head unit in the Triumph, and it works perfectly. I think you'll be very happy with it."

"Uh huh — and the rest?"

## The Road to the Copperstate 1000 (cont)

Well, the rest was that the shop had installed the new audio unit, then pulled the car out of the way to a ramp so that they could work on a vintage Mustang. While backing up the Mustang, the brake pedal had come apart and the technician lost control of the Mustang, which kept backing up until stopped by the front end of a certain 1963 Triumph. The damage to the Mustang was a ruined back bumper. The damage to the Triumph included severe buckling of the hood, both front fenders, the grill, the lower valance, and the left headlight. This was a rust-free car with all original panels.



It later came to light that the Mustang owner had done some shade-tree work on his brake pedal and had left out a bolt. I only heard this from my insurance agent, who began the process of taking care of me while subrogating as much as he could to the shop's insurer, who then subrogated as much as they could to the Mustang's insurer.

Be that as it may, I was feeling angry and frustrated. I had been so close to enjoying a car that I had driven only a few miles since purchasing it 8 months earlier. But the car went off to Elwood Body Works in Scottsdale for an assessment and repair plan.

## The Road to the Copperstate 1000 (cont)

Since this section has a “good news/bad news” motif, the good news is that Elwood has an outstanding team led by the owner, Don Barsellotti. Everyone there is responsive, cares genuinely about the customer and the car, and won’t settle for less than the best work. Most important, they have an old-fashioned panel beater (Billy) who took on the task of preserving my car and wouldn’t give it back to me until it was perfect. Literally. The other good news is that my insurer, American Collectors, put me first and any subrogation issues a distant second. The bad news is only that the demand for great work outstrips the supply by many-fold. So, I didn’t get my car back for almost a year. But when I did, we had preserved the original panels and it had a fresh, bare-metal paint job. I was ecstatic.

A brief stay back at BAR for some final details, and by late February I was on the road (finally)!

### Dreams of Copperstate

So where does the Copperstate come into this story?

All along, my plan has been to have an interesting Triumph that I could admire, maintain, polish, and actually drive with others who share my passion. I have been a nationally certified Porsche Club track instructor since 2004, teaching mainly at Sebring in central Florida for many car clubs using my 2006 911 C4S (and a 1992 968 track car before that). I have enjoyed many Porsche club driving events, which are incomparably more fun in Arizona than in the urban jungle of South Florida. My enjoyment as a Triumph owner in Florida was compromised not only by the roads and lack of technical support, but also by the lack of an enthusiastic network of fellow owners.

Simultaneously, I was aware of high-end events like the California Mille, the Colorado Grand, and even the Copperstate 1000. In 2022, I was notified by every car club (Triumph, MG, Porsche, BMW) about the send-off event at the ASU Diablo stadium. I attended with a friend, toured the field and drooled (almost literally) on the cars entered. Then lightning struck. I met a couple with an MG TD. Perhaps it had a race history or some other special pedigree, but it basically looked like any TD. The couple who owned it took plenty of time to speak with me. They maintain the car at BAR and told me that the shop owner, Gregory Nel, has prepared countless cars for the CS1000. When I mentioned my ‘4 and its somewhat interesting history and specification, they encouraged me to apply. The wheels were turning in my brain...

Soon after, I spoke with Gregory and discussed my idea. Again, he was very encouraging and told me that my car was interesting enough that I had a chance (maybe a small chance, but a chance). I spoke with my son, Josh, who lives with his wife in Rochester, Michigan and works as an automotive engineer for Chrysler. He is a former Jaguar dealer service technician and was all-in with the idea to be my co-driver. Best of all, the 2023 event would occur just weeks after his 35th birthday.

## The Road to the Copperstate 1000 (cont)

Applications opened in October. I gathered up all my car photos and must have been the first applicant. I kept reminding Don and his team at Elwood that the car HAD to be ready by April, just in case I was accepted. They reassured me endlessly that it would be, and they kept their word. I got an email in early February confirming our acceptance. It was better than when I received my admission letter to medical school (okay, don't tell my mom about that). We were going to do it! I called a friend of a friend who had participated in the event many times. I must have asked a thousand dumb questions. Endlessly patient, he told me just to relax and enjoy the time with my son and with lots of new friends. And, yes, bring a box of Triumph parts just in case things fell off!

It took weeks to assemble the parts collection. I read all the materials from the event organizers. I took the car on the mandatory 100 mile shakedown drive to look for problems — it passed with flying colors. Then back to BAR for a final inspection. They found lots of details to correct and installed new tires to replace the nine-year-old Dunlops. Then the car was back in my hands about two weeks before the event. I attended to some cosmetic issues, then made sure not to drive the car and wreck it so close to the CS1000 kickoff...

On Friday evening, April 14, Josh flew in from Detroit. We got a late dinner and went to bed early, knowing that the excitement would begin the next day.

### The Prelude

We got together on Saturday afternoon at the ASU Diablo baseball stadium. Check-in was on the third floor, where event staff gave us our name tags, route books, and bags full of event paraphernalia (shirts, hats, coats, car cleaning items, luggage tags, and the all-important Copperstate 1000 car stickers). Because we live locally and had decided to bring an enormous box of spare parts to the event to be carried on one of the mechanic's trucks, we had actually arrived in my regular sedan. So, we dropped our suitcases off at the hotel next door, then drove back home to park the sedan and get the TR4 ready. Stickers applied and a quick lunch done, we headed back to the stadium in the TR4, praying that we wouldn't have an accident at the last minute before even starting on the Copperstate!

On arrival, staff guided us from an outer to an inner parking lot, and then onto the field itself. Undeniably, it was a thrill to line up the TR among the exotica already arrayed along the periphery of the field. The staff added a sign denoting the year and model of our car, we gave the car a last quick detail, and then we jumped on a shuttle back to the hotel to freshen up for dinner.

The entire group re-convened in the evening on a patio near the left-field foul pole for drinks and dinner. It was our first chance to meet other participants. It became clear that for most, the CS1000 was an annual chance to catch up with friends, talk about cars, and that all were very welcoming to newcomers. Further, though each had brought a charismatic collector

## The Road to the Copperstate 1000 (cont)

auto with a fascinating story, no one seemed to be “looking down” on the TR. The usual way of beginning a conversation was to scan our large name tags that included both our name and a photo of our car. Once another participant would see the TR, it would trigger a story about having owned a similar car in the '60s or '70s, how that Triumph got him/her interested in sports cars, youthful adventures in the Triumph, and similar reminiscences. It began to seem like TRs were a gateway drug to motoring passion in that era!

Dinner and drinks consumed, and new friendships begun, we shuttled back to hotel for some rest before the big event Sunday morning.



### The Big Day

Sunday morning dawned warm and clear and full of excitement. We dropped our bags at the luggage truck in the hotel parking lot and shuttled back to the stadium around 7 AM, knowing that our friends would be gathering soon after in the parking lot for all the impromptu car shows there. We enjoyed a breakfast buffet and took advantage of some time to look over all the cars arrayed on the field. It was a deeply impressive sight. There were cars from every key country, including an endless variety of Porsches (five 1973 RS 2.7s, just as an example), Jaguars from the 1950s and '60s, a trio of Aston Martins (DB2, 4, and 6), a stately '50s Bentley in burgundy and a wild 1928 BRG 4½ Litre, several 12-cylinder Ferraris including a 250 GT cabriolet, other Italian exotica including 2 Iso Grifos, an open Maserati 250S prototype racer from the early '50s, a tiny Matra Djet V, and even some American iron including a couple of special Mustangs, a 1969 Dodge Charger R/T 440 resplendent in acres of glossy black paint, and a Lincoln Continental Mark II with a trunk big enough to swallow many of its more sporting brethren! In the center of the field was an array of eight Arizona Highway Patrol officers with their gleaming silver BMW motorcycles, a group that would accompany and protect us on the upcoming journey.

Josh and I left the field to join our friends in the parking lot. The scene was almost as exciting on the outside as on the inside. Our friends from the Desert Centre Triumph Club had

## The Road to the Copperstate 1000 (cont)

come out in force, with their cars lined up in perfect rows, near our other friends from the MG Club. We greeted each other and admired more examples of every marque imaginable. At 8 AM, the stadium doors opened, and we all gathered inside. So many friends came over to wish us well, take pictures, and ask questions, culminating with a huge group photo including virtually everyone from the Triumph Club gathered around Josh and me in front of the BRG TR4.

As we approached 10 AM, the excitement began to build. The announcer cued the Star Spangled Banner, and all sang and then cheered at its conclusion. The spectators retired to the stands as each set of drivers buckled in. Gradually, all the cars were started and began warming up. One by one, the drivers brought their cars to the announcer's station for a momentary interview. The announcer, Darin Roberge, tried to bring out something special about the car or the driver, and the driver would get a chance to respond before moving off toward the entrance, usually in a puff of exhaust smoke.

Our turn came near the end of the group. I was in the driver's seat and Josh in the passenger's, with the route book. As I neared the announcer, the only things in my mind were:

1. What is he going to ask and what am I going to say???
2. When it is time to pull away, DON'T STALL THE CAR!

Anyway, our moment came, and Darin told the audience our names and that this was our first Copperstate event. Then he complimented us on the TR4, and asked why their reputation hadn't "come up yet." I told him that I thought it definitely was coming up, and that we had the best team support of any marque in the place, with over 20 members of our Triumph Club cheering for us today. Then off we went out of the stadium, with plenty of revs and no stalling indeed.



# The Road to the Copperstate 1000 (cont)





# The Road to the Copperstate 1000 (cont)



(Editor note: The rest of this story will appear in the July issue.)

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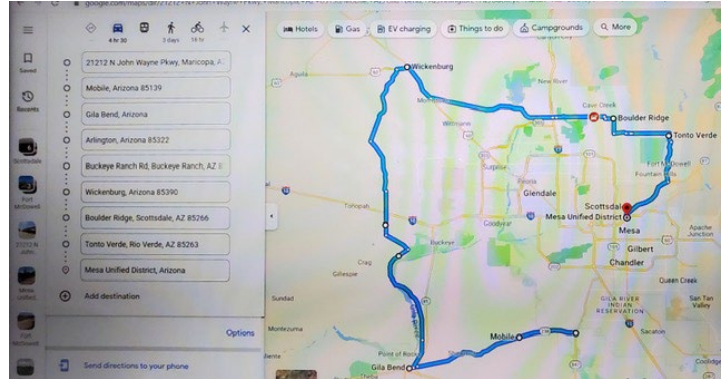
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# The Six River Crossing Tour

Article and photos by John Carroll

I organized a one day drive tour across the 6 Rivers that surrounds Central Phoenix. People may not realize how many rivers we have in the Valley, but more than most imagined. At the Noggin MG event I met with some of the AZMG folks and mentioned we would be making this trip including lunch Tuesday May 2nd. Steve Strublic the MG President asked if I would share the route with the MG members. So I did. It was short notice to be fair and 4-5 Triumph members who would have joined were not available.



We set off from Maricopa south on SR238 to Gila Bend. Stopped at the Dinosaurs for gas and break, before heading northwest on US80. We stopped for some pictures at Gillespie Dam Bridge over the Gila River.



## The Six River Crossing Tour (cont)



Heading up through Vulture Mines road we stopped for a delightful lunch at Rancho de les Caballeros Golf Club. Carried on after lunch through Wickenburg and East along SR74 passed Lake Pleasant. By which time the heat had kicked in and we headed South on I-17. John Hessler and Roger Prior met with us for lunch.



It was a beautiful day for a a drive and possibly the last one before the June onslaught of Summer begins.

Many thanks to those who joined us including Randy Koontz, Craig Kenyon myself and Andy and Sharon representing the MG Club in their MGB Roadster. I'll work up more routes and drives like this in the Fall, as everyone really enjoyed the drive.

John and Roger may have a group photos we took at lunch.

Many thanks  
John

John H Carroll  
[john.carroll@wbhsi.net](mailto:john.carroll@wbhsi.net)  
480 622 8502

# Technical Corner

## PROTECTIVE UNDERCOATING OF YOUR TRIUMPH; SO IT MATCHES THE BODY COLOR

Story and photos by Bob Holt

Back in the early summer of 2004, (after having cut my car in half, to repair all the damaged sheet metal due to extensive rust), I put on a protective undercoating. After looking at the various methods and products to do this, I found a product that would allow me to have the protective undercoating match the body color, which is what I wanted.

The product was a 'Tintable truck bed liner' made by the SEM Company called PRO-TEX

<https://www.semproducts.com/product/pro-textm-truckbed-liner-kits/kits>

There are other companies that make tintable liners, but Eastwood is the location that I had recently purchased my newest kit from. This was needed, so I could do repairs to where I had to remove some of the undercoating so body work repairs could be made.

[SEM Pro-Tex Truckbed Liner - Tintable Kit Kit 40660 \(eastwood.com\)](http://www.eastwood.com)

This picture shows what comes with the purchase of the product. It comes in a 1 gallon minimum qty- item 40661 tintable liquid, 2 bottles of catalyst - item 40674, 2 calibrated mixing cups and 2 metal cans for spraying the final mixed tinted product



## Technical Corner (cont)

Recommended tools/paint needed.

1) spray gun which attaches to the metal cans, (preferred if doing large surfaces'

[https://www.amazon.com/TCP-Global-Air-Undercoating-Spray/dp/B001TZLV6M/ref=d\\_pb\\_allspark\\_dp\\_sims\\_pao\\_desktop\\_session\\_based\\_vft\\_none\\_sccl\\_3\\_5/138-6639227-0721004?pd\\_rd\\_w=VhfeK&content-id=amzn1.sym.6b5008ac-c24a-4aea-a3ea-015a531184f5&pf\\_rd\\_p=6b5008ac-c24a-4aea-a3ea-015a531184f5&pf\\_rd\\_r=SGVH3C7PNM4MCRXT3HT2&pd\\_rd\\_wg=Js9Zm&pd\\_rd\\_r=15b55682-59ac-43b5-96e2-e805dce3b731&pd\\_rd\\_i=B001TZLV6M&th=1](https://www.amazon.com/TCP-Global-Air-Undercoating-Spray/dp/B001TZLV6M/ref=d_pb_allspark_dp_sims_pao_desktop_session_based_vft_none_sccl_3_5/138-6639227-0721004?pd_rd_w=VhfeK&content-id=amzn1.sym.6b5008ac-c24a-4aea-a3ea-015a531184f5&pf_rd_p=6b5008ac-c24a-4aea-a3ea-015a531184f5&pf_rd_r=SGVH3C7PNM4MCRXT3HT2&pd_rd_wg=Js9Zm&pd_rd_r=15b55682-59ac-43b5-96e2-e805dce3b731&pd_rd_i=B001TZLV6M&th=1)

2) roller with paint tray and disposable brushes (if rolling on the liner/undercoating) These can be purchased from Home Depot.



3) Urethane single stage paint of the preferred color. In my case, it was a urethane single stage paint titled 'Pepper White'.

The tintable undercoating preparation requires 8 parts of the 40661 tintable liquid and

## Technical Corner (cont)

1 part of the urethane single stage color paint. Mixed thoroughly and placed into an airtight covered container. The area that is undercoated will dictate how much you will mix up.

You will have about 20-30 minutes of work time, after you thoroughly mix up 2 parts of the color mixture with 1 part of the 40674 catalyst. Only mix up what you need and know that you can use during that time frame. As you need more, go back to the covered container of tintable liquid/urethane color paint mixture and mix up more with the catalyst. After about 25-30 minutes of cure time, a second coat (or even a third coat can be applied-follow instructions).

Back in the early summer of 2004, I had the body off the frame and sprayed the complete underside of the body with the tintable undercoating, On Wednesday, May 3, 2023, I repaired the undercoating on both inner front fenders.

I am very, very pleased with the results, and believe the cost was worth it. It has held up well and has given me the aesthetics that I was looking for.

My best to all,

Bob Holt (1960 Triumph TR3A)



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# 1963 Ferrari GTO, chance encounter...

By Roger A. Prior, Jr.

After a productive morning of various mechanical work on the TR6, I departed about 1230. Armand (LaCasse) had invited me over to investigate issues of the TR6 being troublesome going into reverse gear.

Leaving Armand's home, MapQuest took me east on Cactus Rd., was lunchtime, and having spotted the "In-an-Out" on the SE corner of Cactus and Tatum, which looked appealing- and all I needed to do was turn north at the corner into the parking lot, and find a safe place to park-as I said ...was noontime.

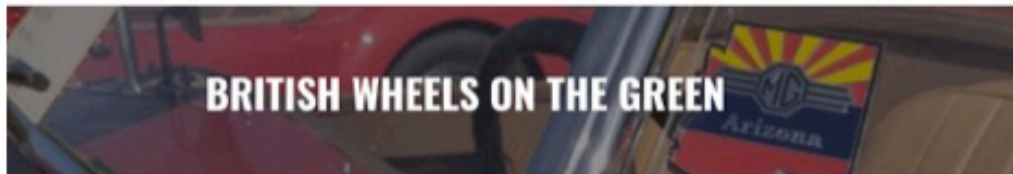
After a 20 min "pitstop" for a quick meal, was back on the road...this time heading north on Tatum, and MapQuest, again was my Co-Pilot. After a mile or so, scanning the rearview mirror I saw the unmistakable front silhouette of an approaching Ferrari, the three embedded hood scoops could only be a GTO.

(Editor note: For a visual image I took this photo of a similar model from Wikipedia.)



A blazing red Ferrari GTO was approaching to my left, as I was in the center lane of moderate traffic (for Saturday afternoon in Scottsdale). I was tapping on the brakes to afford a closer look, as the Ferrari pulled up alongside, and close enough so we could make eye contact while stopped at the red light we had chance encountered. Having both cars stopped at this point, I turned and giving a 'thumbs up', said to the driver...regarding the TR6 and spoke loud enough for him to hear me, "a '73", to which he responded, "looked great", and said he once owned a TR6. I thanked him for the complement, and asked him about his Ferrari, once again in my 'outdoors' voice "a GTO?"; he responded, "yes". I inquired "what year", he responded "a '63". He asked me if, "the TR6 was for sale", to which I replied "no, I enjoy it (the TR6) too much". I gave him another 'thumbs up', as traffic was beginning to move away from the now green traffic signal. We took off together as the surrounding cars, and drivers had no doubt been watching our animated 'loud' conversation, and obvious enthusiasm over one another's red classics. Ferrari Red and Triumph Pimento, side by side at a red traffic signal on a Saturday afternoon in Scottsdale. The GTO continued north, as I turned onto Greenway, heading to the east.

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The **6th Annual British Wheels on the Green** Car Show is scheduled for October 29, 2023! Once again, let's make this the best British Car Show in the Southwest! Please join us for our next **BWOG Planning Meeting!** All Club Members and any other British Car Enthusiasts are welcome and encouraged to attend! Come and enjoy breakfast at the **Duck and Decanter** during the meeting!

**Duck and Decanter**  
**1651 E Camelback Road**  
**Phoenix, Arizona**

**June 3, 2023 — 9:00 AM**

Purchase your breakfast downstairs  
and join us upstairs.

Questions/Comments? Reach John Pekala at  
[67redB@gmail.com](mailto:67redB@gmail.com) or (602) 859-9294.



**Central Phoenix**  
**Mural Tour before the**  
**BWOG Planning Meeting**  
**June 3, 2023**

Join the Arizona MG Club in a driving tour of **central Phoenix's street art**, followed by **breakfast at the BWOG planning meeting!** For about an hour, we'll drive around central Phoenix and view the murals along the way. Put the top down in your roadster and enjoy the art show!

Meet in the parking lot by Copenhagen Furniture, next to Duck & Decanter, at 1651 E Camelback Road in Phoenix at 7:45 AM on June 3rd. We will depart at 8:00 AM sharp, tour the murals for an hour, and return to the Duck by 9:00 AM.



# 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/>



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# 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

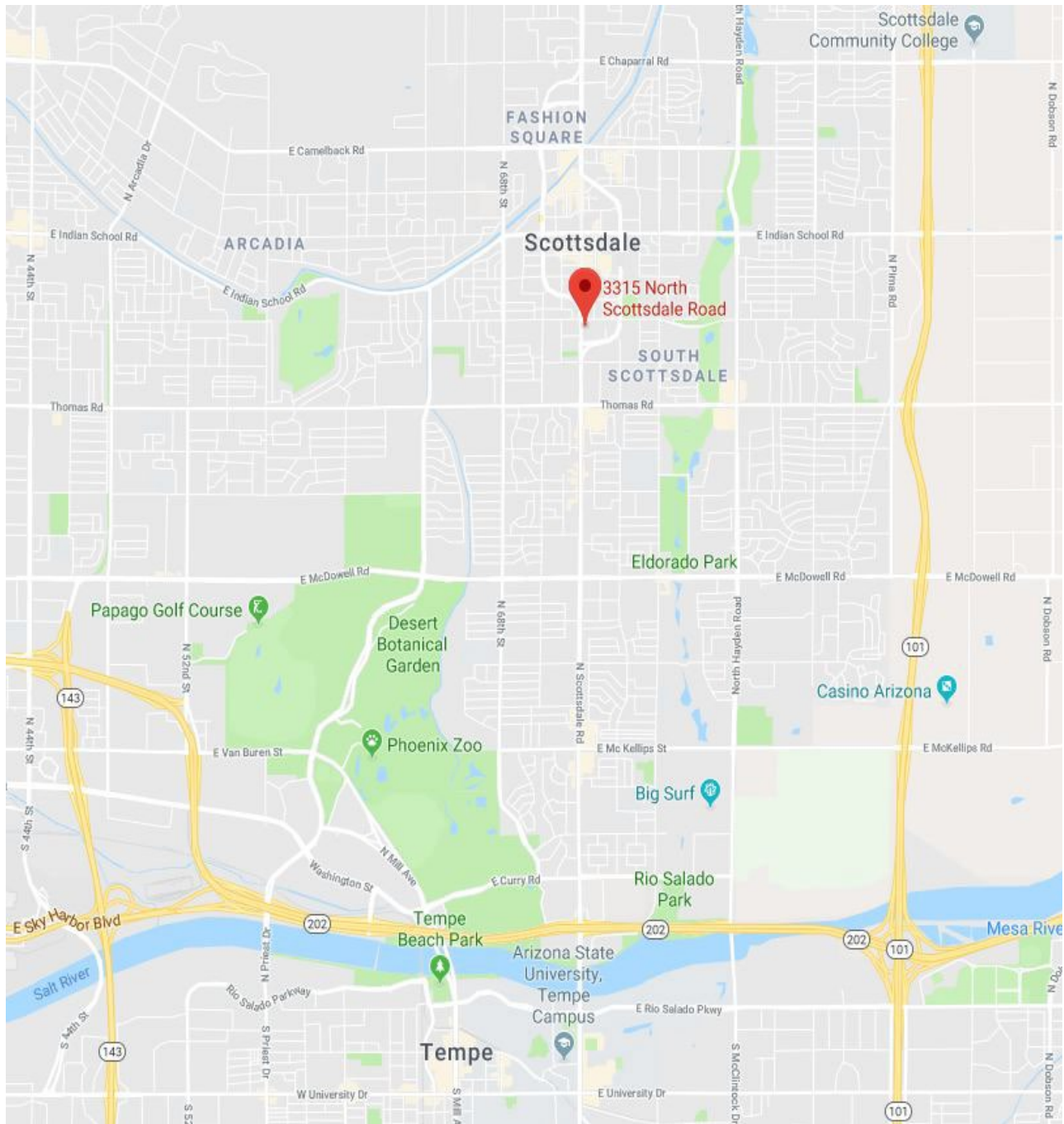
1943 Ford GTB (Burma Jeep) registered and insured, runs drives and stops \$10,000.

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:**

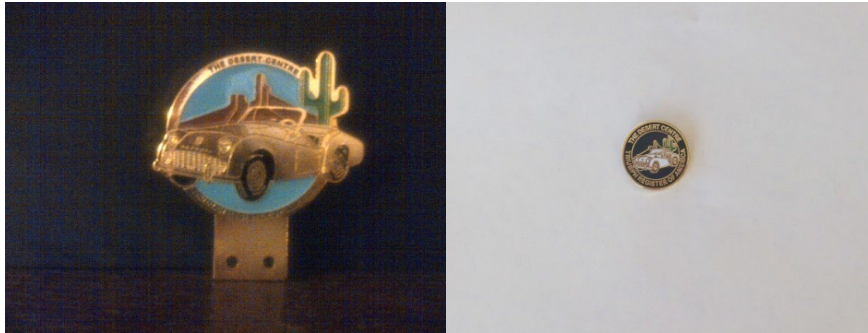
If a new member is joining between January 1 and September 30- One-year dues are \$20.00, two-year dues are \$37.00 and three-year dues are \$55.00. If a new member is joining between

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 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)  
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>