

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
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Triumph Register of America

◀ Back



TR7 or TR8?

May 2026

<http://www.dctra.org>

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NEXT CLUB MEETING

May 12, 2026

Raven Gastropub

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Cover: DCTRA member Mike Bulfer at 2023 Road America

Prez Sez – May 2026

From the desk of Roger A. Prior, Jr.

I hope you have been enjoying our area springtime as much as I. Without doubt the month of April is one of the busiest regarding club activities, a topic I will return to after mentioning an item I think you will find of some interest.

I wish to report that the moving parts of the DCTRA Triumphest '26 are in good working order. The meeting of the respective T'fest '26 Team met at the home of Scott and Christie Porter on Saturday, April 11. Ron Cole and John Carroll were pleased with the reports presented and discussions following to ensure we are "on track." Plenty of hot pizza and cold drinks were provided for fuel to keep the meeting running "full steam."

DCTRA had another spectacular turnout for the 36th Bell Lexus North Scottsdale Copperstate 1000 on Sunday, April 12. I think the club turned out the greatest display of Triumphs (in the stadium west parking lot) in my memory. Please refer to the articles that have been written about the event. I know the Samuels family appreciated our collective support, adding to the fun gathering of all in the Tempe Diablo Stadium infield surrounding both the Judy's '64 – E-Type Series I Jaguar and Michael's '63 Triumph TR4. Quite a great group photo of the DCTRA enthusiasts. We will hear more first-person accounts from both Judy and Michael of their fantastic adventure.

I understand the BEAT Memorial Drive on Wednesday, April 22 was a success and enjoyed by those who participated. Many of you remember DCTRA Roger Growzski's getting the British European American Tour (BEAT) started then Michael and Janice Goodwin who followed and organized the annual BEAT until 2018. Mike's enthusiasm and generosity, from my perspective, will be a story I would like to share with you. Some years after I moved to the Phoenix in October 1993 I was still in possession of a newish (but not technically new) – still in box – TR6 replacement vinyl top which I had acquired from my best (still to this day) auto enthusiast friends Fred and Frank Russell - who owned The Paddock Automotive business in Parksley, Virginia for my then 1969 TR6 but was never installed. I contacted Craig Kenyon and made arrangements to drop by and deliver the top. While at Craig's, coincidentally Mike arrived driving his '68 E-type OTS, which naturally got my attention, and I mentioned I had never been for a ride in an E-Type. Mike invited me to go for a 'quick' ride around the block. My lasting impressions were of the 'brisk' acceleration and how long the bonnet appeared, peering over the dashboard. Mike was enthusiastic and generous. To continue the BEAT Memorial Drive as a tribute to Mike and Janice Goodwin is most fitting, and I know DCTRA will lend our full support in the spirit of a memorial. My thanks to the collective memories of John Heisser and Armand LaCasse in helping me with historical details of the BEAT.

April 23rd was St. George's Day 2026, marking the patron saint of England - celebrated in many ways by the expressions of pride, cultural events and flying of the St. George's Cross flag. DCTRA may wish to consider adding this day to our annual calendar of

special days to celebrate the British underpinnings of Triumphs and all beloved LBCs, in addition to Sir John Black's birthday on Feb.10.

My next topic – that being the Centennial year of Route 66. Being that the Rt. 66 Centennial is such a large topic I will feature in this column aspects of the celebration for the next several months. But for the moment I hope you have been enjoying the local Phoenix TV Channel 3's Route 66 "Road Trip" this past week. The Ch. 3 reporters and film crew have been visiting many locations of the "Mother Road" in Arizona with interviews of business owners and those whose livelihood depends on the visitors to this day, even more so. One nightly episode

Prez Sez – May 2026

this week featured Winslow and the world famous ‘Standin’ On the Corner’ intersection, then visited nearby La Posada’s restaurant, the Turquoise Room. My last visit years ago was able to stay in the Pres. Truman guest room – delightful visit. My next visit will be hopefully in the Howard Hughes guest room.

The past several months the Arizona Republic has been featuring wonderful and informative articles covering Route 66. Today’s article (Saturday, April 25, 2026) in the Explore Arizona Section - entitled “Arizona Saved Historic Route 66. How to Celebrate Its 100th”, by Roger Naylor.

Returning to the Copperstate 1000 ‘sendoff’ for a moment. As I was about to lower the TR6 bonnet and depart – as most of DCTRA had already done – a couple approached the TR6 and introduced themselves as Fay and Andrew Marshall and visiting Phoenix from their home in Devon, UK. We began what turned out to be a 20 min. conversation regarding all matters Triumph using my TR6 as an example. They are definitely car enthusiasts and the owners of an unusual Jaguar V-12 saloon which they pamper with Andrew’s mechanical expertise. Our discussion of my TR6 led to a “walk-around” list of beneficial items to help the TR6 “keep its cool” in our desert southwest. As a memento of my appreciation, and with John Carroll’s help at the April meeting (J) – a package is heading to Fay and Andrew in Devon via USPS. My write up of technical suggestions paraphrased of our conversation will appear in the June TRiumph TRumpeter. The Marshalls were returning to England that evening, a ten hour direct to Heathrow from Phoenix and spent some remaining free time enjoying the Copperstate 1000. So glad they stopped by, introduced themselves and shared knowledge about the Triumph marque. I learned so much and will be able to share with DCTRA.

One last item. The owner of the TR6 in the article I wrote about in last month’s newsletter has been identified, with Armand’s help. The owner is none other than DCTRA August Lopez. Quite a story as details began to unravel during our last meeting at Fate Brewing Co. while awaiting our meal at the picnic table. August and I discovered in conversation mutual interests in Honeywell aircraft engines, hi-fi “reel to reel” tape decks and lastly ham radio. Will admit as the conversation meandered into August’s 1968 Plymouth Charger and its 440 Magnum with Craig Kenyon – I was over my head. A similar Charger 440 R/T was featured in the movie Bullitt and driven by the famous stunt driver William (Bill) Hickman. A movie I still enjoy viewing annually, and yes, my head bobs up and down during the chase scenes in San Francisco.

Cheers for now and keep driving your favorite Triumph as often as you can.
Roger

Roger A. Prior, Jr.
DCTRA President



EDITOR'S DESK

May 2026
George M Montgomery

This is a hefty issue this month with Michael Samuels' story about his and Judy's Copperstate 1000 rally. I really enjoy each of the stories he has done for the four tours he has completed. He tells us not just about the route but about the preparation for the tour. Nice photos too. Thanks, Michael.

I don't know what else to write about. I have drawn a blank. I only have one day to write a chapter for my tomorrow's writing workshop. I don't have time to write a whole chapter for my third novel. I'm on Chapter Nine and haven't even posted the comments for last week's Chapter Eight. I think instead I'll just write a flash sort fiction that has a twist.

One of these months I may post one of these stories in our newsletter. That's mostly what I think about and want to do, write short stories. I'd put one here this month but we're at 41 pages already.

John Carroll mentioned Roger Growzski as the originator of the tour British European Auto Tour, B.E.A.T. He started it in April 1997. He was the president of DCTRA when I joined in 1999. He had a beautiful TR250 and an equally beautiful Spitfire. He was a very interesting man with a highly decorated garage with a checkered floor and numerous plaques, trophies and other awards. One section of this man cave had a wall decorated with model cars. The wall over his workbench had wrenches (spanners if you will) all out-lined to indicate their proper place on the wall. Each of his Triumphs had it's on space in the garage. He didn't have a lift. This was back in the days when hydraulic lifts for home or hobby use wasn't cost feasible. I don't recall whether he was British or not. His name didn't indicate such. Maybe Armand can help us here. He did dress the part often with a frequent flat cap or other European attire. He was a very congenial man and pleasant to talk with.

In the spring of 2000, in order to expand the participation of the event, he invited other British marquees and European to join us and called the event the British European Auto Tour. Mike Goodwin joined him in the organization.

Roger died suddenly in 2002; I believe during the fall. There was a wake at his house and the place was filled with his friends and our club members. My wife, Charisse, and I moved to Kerrville, Texas, in early 2003 and I lost track of events for a while.

I think the following year Mike and his wife, Janice, formed a domestic limited liability company. Charisse and I kept our DCTRA membership current and returned to Mesa in the fall of 2009 and resumed our participating in the BEAT each year thereafter until Mike died in 2022.

Well, when I get writer's block, if I'll just noodle around with something I'll come up with a subject and away I go. I'm leaving the noodling above in this article so you'll see how my brain works.

I hope to see you at the Raven Gastropub on the 12th.

George.



Desert Centre Triumph Register of America

April Meeting
DCTRA Minutes
April 14, 2026

April meeting was a social meeting; thus no minutes were taken at the Fate Brewery. Attendance was: Bob Mazer, Craig Kenyon & Jaguar, Ron Cole, Randy Koontz & Annette Cordova, Scott Drysdale & TR6, Scott Porter, Tony & Luna Dymond, Armand LaCasse & GT6, Pete Peterson, Mike Bulfer, Mike D'Olimpio & TR8, John Heisser, John Carroll & TR6, August Lopez, George Montgomery, John Reynolds, Ron Gurnee, Roger Prior.

One more club member John Burges (per ed) who may drive a light Blue TR6.

Photos by Roger Prior



Membership Report

Scott Porter, Membership Chairman

No report was submitted this month.

Scott Porter Membership
scottpor@hotmail.com.
DCTRA application form on page 26

DCTRA AZ Care Events May 2026

- **Route 66 Fun Run May1-3rd Kingman-** Check on line for details.
- **Airport Showcase- Glendale Regional Airport-** May 9th
- **Hot Rod a Rama-May 14-16th- Prescott.** Check on line for details.
- **Celebrate Cave Creek Car Show- Cave Creek** May 16th
- **Mesa Cars N Coffee-Mesa May16th** Dana Park-Mesa.
- **Prescott Valley Classic Car Show- May 27th**
- **<https://arizonacarsandcoffee.com/>**

Check this web site out for various C&C and Car shows around Arizona
www.arizonacarshows.com

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

DCTRA Tuesday May 12th 2026 | Social Meeting Location:



Raven Gastropub | 6pm -8pm
8900 E Pinnacle Peak Blvd
Scottsdale, 85255
Map: <https://maps.app.goo.gl/o8G1SFuY6WgDarBv9>
See you all there.
John C

Note from Vice President

May 2026:

From: John H Carroll
Vice President, DCTRA
Sun Lakes Arizona

Hi Members,

When I took on the role as Vice President, I was excited to help take the DCTRA into the next decade. I was also candid about my desire to find various locations around the Valleys to accommodate member meetings. Traffic congestion as we know has become a major headache as the population grows in Arizona.

With that in mind, in January we started to move each monthly meeting into a Social only or Board/Social meeting for members, as proposed and voted on at the December 9th, 2025, Members Board Meeting. One of my concerns was that we didn't have availability to accommodate a remote link for Zoom/Google/Teams so non attending members can join in. We are addressing that and I have a portable 3'x4' presentation screen and Projector, should we need it.

I wanted to take this opportunity to thank everyone for the support in moving the meetings around. I realize it was a big change from the past but judging by the increased attendance at each of the last three meetings, I hear and feel the enthusiasm and we all benefit from that.

Thank you all and I look forward to more exciting meetings and seeing more of our Classic Cars together.

Sincerely
John

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Triumphfest TR Parts Requested

Time is creeping up on us. We are encouraging members to donate any new or working triumph parts, gift baskets or anything you would enjoy receiving as a prize for our raffle. If your prize is not perishable, please bring it to our next meeting. If you are donating something perishable, please bring a description so we can make the cards to place on your donation. Thank you so much for your generosity in making this the best Triumphfest raffle ever!

Ron Gurnee, Raffle Host

Copperstate 1000-2026

Send off party, DCTRA Team - April 12th, 2026

By John Carroll, VP, DCTRA

Once again, this very popular event held the 2026 Copperstate 1000 at the Tempe Diablo Baseball Stadium on Sunday, April 12th. We arranged for anyone in the DCTRA Club to meet at the usual Taco Bell parking lot close to the Stadium at 7:00 am. This year the Copperstate organization decided to have the participant depart at 9 am. The West parking lot was designated for an eclectic display of classic cars. Our own Triumph collection was very popular and we had around seventeen vehicles attend. What a great effort. Thank you, members.



Early arrivals at the Taco Bell rendezvous



West Parking Lot Diablo Stadium

This year was a bit special as our own Michael Samuels and his wife Judy entered not one, but two cars. Michael with his trusty 1963 TR4 and Judy with her 1964 Jaguar E-Type Series I. Michael's co driver was their son Josh and Judy's co-driver was Mari, their daughter in law. So, all in all a wonderful family occasion.

The departures went very well and congratulations to the Copperstate Organizers for such a high-quality event run with precision. Along with the beautiful Stadium setting and a stunning April morning, it was a major highlight in the Arizona Classic Car event calendar.



Diablo Stadium Perimeter Track for CS1000



Diablo Stadium on game day

Team Samuel's departed together and returned Wednesday, April 15th. I know Michael will enjoy providing us all with a detailed breakdown, no pun intended, of the 100mile journey.

Copperstate 1000-2026 (cont)



Triumph TR4- 1963



Judy and Friend "Growler"



*AZDPS Officers Escort ready to go.
R1250ORT-P*



AZDPS Motorcycles BMW



DCTRA Groupies with the Team Samuels

Copperstate 1000-2026 (cont)

Roger Prior's photos



Michael Samuels and Ron Cole



Judy Samuels and her beautiful "cat"
Interesting background



Roger Prior's UK friends that he met after the Send Off. Details are in his Prez Sez column.

- As I was lying around, pondering the problems of the world,:
- - >> ... If walking is good for your health, the postman would be immortal.
 - >> ... A whale swims all day, mainly eat fish, drinks water, but is still fat.
 - >>> . A rabbit runs and hops and only lives 15 years, while
 - >>>.. A tortoise doesn't run and does mostly nothing, yet it lives for 150 years.

- >> And you tell me to exercise?? I don't think so.

Copperstate 1000 2026: The Tour



The mighty '4 (with an English friend) tackles Route 66!

Faithful readers may be aware that this is the fourth consecutive year that I have taken the 1963 TR4 on the Copperstate 1000 rally event. But this year was different from the past three in several ways, so how we got to this point is worth reviewing.

The first year, 2023, took us primarily north through Flagstaff to see Zion National Park. Our son, Josh, the auto engineer living in Detroit, was my co-driver. This was the year of the full-blown sandstorm heading south from Page. For 2024, my father, Steve, claimed the passenger seat (he never drove, but certainly was a crack navigator), on a route that first headed north to Flagstaff and then south to Tucson and Tubac before returning to Phoenix. In 2025, my wife, Judy, was the co-driver on a route that took us through Flagstaff to Southwestern Utah and back.

This last year was pivotal. Judy enjoyed the event immensely and, at the final cocktail party prior to the awards banquet, she declared she couldn't wait for 2026. Then she insulted my car, noting that it has a black interior, no air conditioning, and that the last several hours of the return trip to Phoenix were very uncomfortable with the sun directly on her side of the car and rapidly rising outside temperatures. Seeing a golden opportunity, I reminded her that next year was Josh's by our rotation. Was she willing to tell him to take the 2026 event off his calendar? But there could be a solution to this problem—with air conditioning...

We started our search for a second Copperstate car soon after the event. I found a unique '67 Pontiac Firebird convertible, with AC, but it was actually pretty slow and Judy

Copperstate 1000 2026: (cont)

wanted a metal roof for an event with some high-speed sections. Adam Bednarek of AZ Collector Cars, who maintains the Triumph, mentioned that a customer had asked him to try to sell a special 1964 Jaguar E-Type Coupe. The car had a long-list of useful upgrades including a 1965 4.2 liter motor ('64 models had the 3.8), a Tremec 5-speed transmission ('64 models had a 4-speed with an unsynchronized first gear), upgraded aluminum radiator and cooling system, upgraded suspension with all Delrin bushings, Wilwood brakes and new Dayton wire wheels and tires. The motor had improved intake, compression, camshaft, ceramic-coated headers and sport exhaust for an estimated improvement from 265 hp to 300. The previous owner was no longer driving the car and asked Adam to find the right family to appreciate and use it as he once had. The price was reasonable.

We went to Adam's shop and Judy fell in love with the car immediately. The test drive went well. We asked all the necessary questions. Because Adam had been maintaining the car for almost twenty years, he knew every detail and allowed us to review all the restoration and service records. He assured us that effective air conditioning could be retrofitted and showed us two other E-Type coupes in the shop with this type of system added. We closed the sale and left the car with Adam for the next several months.

During this time, the AC was ordered and installed. The system is unobtrusive and blows air at 39 degrees! Unfortunately, the location under the dashboard encroached on the space for the sound system head unit, so we had to re-engineer the sound system and ended up with a touch-screen unit in the glove box area that features Apple CarPlay! Judy was enchanted. We also addressed the weakest point of the vehicle—paint presentation. Chad Johnson at Touch-Up Pro in Mesa painted the entire front half of the car due to the endless stone chips there, while spot-painting a number of problem areas elsewhere including under the bonnet, all for a very reasonable price. Then we took the car to Hyer Quality Detail in Tempe for paint correction, paint protection film, ceramic coating, tinting of all glass (almost invisible), and application of an exterior film to the windshield to preserve it from the inevitable rock damage. Upon graduation, the mechanically-sound but somewhat worn Jaguar absolutely gleamed, as if the glossy black paint had been applied yesterday. All for less than a quarter of the cost of a full repaint.

The car came home for the first time in September and slotted in right next to the Triumph in the garage. Sometimes when I enter from the house, I hear them talking to each other in a Midlands accent. I'm pretty sure each eats in a most peculiar way by scraping food with a knife onto the back side of an inverted fork, but that's another story! ☺



Copperstate 1000 2026: (cont)

Soon after the Jag arrived home, I took all the needed photos and applied for two cars and four drivers. The plan was for me to drive the Triumph with Josh, and Judy to drive the Jaguar with Josh's wife, Mari. Mari is also an auto engineer, specializing in front-end lighting, but there was just one sticky detail—she had never driven a manual transmission. So Mari got a crash course (figuratively) on Josh's 2002 Corvette 6-speed back at home in Detroit, and also on my Triumph and 911 on visits to Phoenix. She did make rapid progress, but winter knocked the Corvette off the road pretty soon and they could only visit us occasionally. And Judy turned out to be VERY protective of her cat. Like I am only allowed to take it for gas...

Holidays over, February brought the hoped-for email from the Copperstate organization, indicating that both applications were accepted! The TR4 went back to Adam for its annual mandatory pre-event inspection, which didn't reveal much, and the Jag had a quick trip back to the shop for the same. This revealed a leaky clutch master cylinder, soon replaced. Then it was time for me to change the oil on the '4, clean and shine both cars, and pack the boots with all the right spares. Did I mention learned how to clean wire wheels? Who invented these things (though they are undeniably beautiful on a Series I Jaguar)?

Josh and Mari flew into Phoenix and, on April 11, we took the cars to Diablo Stadium. I had removed last year's door stickers from the '4 already and am happy to say that, after only four events, I have actually learned how to put on new ones without turning them into spaghetti and then requiring expert assistance to eliminate all the tears and wrinkles. We placed the cars next to each other at our usual spot in the outfield, got some burgers for lunch and went home to clean up for the Saturday night kickoff dinner.

Those familiar with my previous essays know that this is the point where I usually drone on for about eleven pages about the pre-event dinner, stadium kickoff event and thousand-mile route. I'll do my best to resist that temptation and share only the highlights (and a few low-lights).

The pre-event dinner was a blast. It is held on the terrace overlooking the cars, which sparkle under the lights. Besides seeing many returning friends, there was a "let us make you a customized cowboy hat" activity. Yes, just what it sounds like. We all chose special touches for our hats and many wore them not only at dinner but periodically through the event. It was a genius idea.



Copperstate 1000 2026: (cont)

As much as we enjoyed Saturday evening, Sunday morning was even better. Absolutely perfect weather, an amazing turnout by friends from the Triumph Club and others, and lots of great photos. I think the only one who enjoyed it more than I did was my 86-year-old mom! Without being maudlin, I can't tell you how deeply Judy and I appreciated all the support from THE BEST CAR CLUB IN PHOENIX.



Far too soon, the national anthem played; we started our cars and were off for this year's adventure to honor the 100th anniversary of Route 66.

The first leg was west on Interstate 10 to the Salome Highway. Before the turnoff, we had a lengthy delay. It turns out that two motorcyclists had taken an unplanned right turn off the highway after colliding with each other. One bike, visible from the road, looked badly mangled, and that rider was taken to the hospital with relatively minor injuries, but both will ride again and must count themselves fortunate indeed.

Eventually, we made it to Havasu. I thought the main idea of Havasu is boating on the lake, but apparently the actual main feature of the town is stoplights. It felt like a hundred. Mari had taken the wheel of the Jaguar from Judy at a rest stop, so she got a LOT of clutch practice.

Just before lunch, we experienced perhaps the most amusing moment of the rally. Approaching the resort, all of us were a little tired and hot and frustrated from the drive. A friend, driving a beautiful white 1970 Pontiac Trans Am 455, took the opportunity to floor the big block and roar past me on the left. Just as he passed, there was a loud noise and then a huge cloud of white/blue smoke poured out from under the car. He was a little ahead of me by then and swerved right to the edge of the road, shutting down the motor. We saw the car after lunch on the flatbed truck and asked what had happened. It turned out that his aftermarket oil pan had very little ground clearance and used a side-mounted plug. Bottoming out on a pavement ripple would cause the plug to rotate and take leave of the vehicle, causing an

Copperstate 1000 2026: (cont)

Exxon Valdez moment. No damage was done, but it took a few hours and a stop at an auto parts store to find a replacement plug (and lots of motor oil). Although the Pontiac was on the road by morning, this happened TWO(!) more times during the rally. I know for sure that this special car will have a different oil pan in the near future.



We did get to the Roadrunner Resort and enjoyed a breezy lunch setting with views of the lake. Then it was back in the cars to head to Laughlin, Nevada. Our route took us north to Interstate 40, then into California and along the west bank of the Colorado river past Needles into Nevada to our destination. Overall, the first day's driving lacked the beauty and excitement we associate with the Copperstate. But the dinner at the Golden Nugget was excellent, including \$50 in free casino chips for each couple. Judy lost but Mari won and all had a great time.

We left Laughlin together, but some problems with both our vehicles got our attention. For unclear reasons, I had noticed the previous evening that my car had somehow used 1.5 quarts of oil in 270 miles. Very strange. I had only brought 2 quarts of high-zinc oil for the trip, so I headed for an auto parts store to stock up. On our way, Judy called us to say that her throttle linkage was very sticky. So we stopped in a parking lot and Josh used some PB Blaster to unstick it, which solved the problem. Since I am mainly useful for opening and closing the bonnet but not too much else, I closed the long snout of the Jag and leaned in the passenger window to secure it using that persnickety system (push in a handle with a rod really, really hard against a stiff spring and try to turn and lock the handle). As I leaned in the window, my vest caught her delicate door mirror with maybe an ounce of pressure. Sure enough, the mirror broke off the stem and rolled down the parking lot. Thinking quickly, I just told her that losing the mirror made the car more aerodynamic. That didn't buy me much. To Judy's credit, she was very gracious about the whole thing, but she didn't permit anyone to take a photo of the "bad side" of her car for the rest of the event!

Copperstate 1000 2026: (cont)



After a stop at O'Reilly in Bullhead City and with 6 quarts of oil in my trunk, we continued through a series of increasingly stunning mountain roads, through Sitgreaves Pass to Oatman. The weather was overcast and cool, which suits me fine in the Triumph, and then we started to see donkeys in the road. I guess we were the last to know! They were completely tame and basically own the town, which is a hoot. Most stores feature Route 66 memorabilia and also sell donkey food (compressed hay pellets). Mari tried feeding a carrot to a donkey, who looked deliriously happy to get it, only to have a store owner lambaste her that carrots are full of sugar and will make the donkeys sick! Diabetic donkeys? Really? Fearing for her safety, Mari dumped her carrots and it was hay pellets from then on.

From Oatman, it was more beautiful roads including a portion of the original 66 to take us to Kingman. By now, the weather was windy and pretty cold. We ate delicious Italian subs at Locomotive Park, then warmed up inside at the Route 66 museum. This is a don't miss spot in Kingman, with excellent exhibits that really explain the history and significance of the "Mother Road," in historical, social and economic contexts. It includes a quirky electric car museum on the lower level. Judy and I love museums and were about the last participants to leave Kingman. But if Jeopardy ever has a Route 66 category, it's a lock for us!

The afternoon segment was less dramatic but continued to familiarize us with Route 66. We traveled from Kingman to Peach Springs, passed the historic Osterman Gas Station (needs a lot of restoration, I'm afraid) and on to Seligman. We chuckled at the reproduction Burma Shave signs displayed on this segment. Our day finished in Williams at the Trailborne Grand Canyon Inn. As I parked the '4, I noticed that the driver's side headlight trim ring had decided to remain behind somewhere on the road, presumably in sympathy with its mirror-less comrade. Maybe there's a stylish donkey wearing it for a bracelet! The clouds had now produced a light, chilly rain, and then sleet. This prevented the usual car-polishing rituals, but didn't discourage the after-drive party/bourbon/cigars at all. The wide-brimmed cowboy hats were put to good use. Judy and I lived so many years in Miami that we faded rapidly and left the party to warm up in our cozy, rustic room. Soon, there was a freezing downpour. Then it was off to dinner and bed for our most anticipated stop of the adventure.

Copperstate 1000 2026: (cont)



Tuesday was perhaps the most exciting day of the rally. We awakened to clear skies and bright sun. However, in the parking lot, our cars were uniformly deeply encrusted in ice. This was a first for me since moving to the sunbelt 26 years ago. I struggled to get my key into

the door lock and then tried gently to pry the door free without tearing the rubber molding. I failed entirely on the driver's side but succeeded eventually on the passenger's side, climbing over the gearshift to get the car started. Looking around, it became clear that some parking spots were receiving full sun and cars there were melting rapidly. Very carefully, with assistance from a friend and my head out the open driver's door, I maneuvered the TR4 into the sun. I got a cup of coffee in the lobby and, 20 minutes later, the ice was gone. Judy's car was in a sunny spot from the start and no special effort was required.

Cars dripping but drivable, the group headed 2 miles further along Route 66 to ... Bearizona! We filled the parking lot and headed inside the lodge for breakfast. Once we had our fill of eggs and pancakes, the director welcomed us and explained how the park's drive would take us through different habitats of important North American species. Reindeer, elk, wolves, bison, and, of course, several different species of bears. We had a long talk about safety, and he emphasized that roofs and windows had to be up. Cars with no windows or roofs would need to stay in the parking lot and their occupants would need to fill the back seats of any vehicles so equipped.

Copperstate 1000 2026: (cont)



The trip, though only about 30 minutes, was truly exciting. We saw many examples of each species and most were quite active. They seemed unafraid of the cars and sometimes got close. The bison were particularly animated and, at times, a little scary. I felt like one could have picked up my little Triumph and tossed it over if he had a mind to. But we made it out unscathed and with lots of great photos.

Leaving Bearizona, we picked up I-40 through Flagstaff. Just past the city, we left the highway for a more dramatic drive on 89 and then 99 in a large arc, before backtracking on 40 to reach our lunch stop at Meteor Crater. This is another Arizona attraction that we had heard of but never actually visited. We had a buffet lunch in a courtyard, then enjoyed the visitor center and walked up a long stairway to the lip of the crater. It is deeply impressive, and it is difficult to understand how a 150-foot hunk of metal from space could create a crater measuring 3900 feet wide and 560 feet deep. And, yes, very fortunate that the meteorite JUST missed the visitor center!

The afternoon took us back on 40, exiting for Winslow. This is another town that seems very taken with celebrating Route 66. Judy and I are huge Eagles fans (don't miss one of their concerts at the Sphere in Las Vegas), so pictures of the statues "standin' on the corner in Winslow, Arizona" were a must. Like many of these iconic Arizona attractions, we really need to come back and spend more than a short time at each.



Copperstate 1000 2026: (cont)

Then it was time to enjoy the very scenic drive on 87 and 260 to Oak Creek, where we stopped for the evening at the Hilton Sedona at Bell Rock. By now, the weather had brightened and the air was warmer. All the layers came off and we again enjoyed the afternoon festivities in the parking lot. There were SO many experiences about which to reminisce at dinner before we settled into a well-earned rest before the trip's final day.

Copperstate Wednesdays always feel bittersweet to me. The rally is nearing its end and, too soon, we will all need to go back to our real lives (meaning work for many of us!). At the breakfast driver's meeting, the event organizers reminded us that we were only 2 hours from Phoenix, but that the actual route planned for the day was much longer and not to be missed. I needed no persuasion.

After driving north through the city of Sedona, we picked up 89A and took it all the way back to Flagstaff. Again, we bypassed the city and took Lake Mary Road south, past upper and lower Lake Mary and then Mormon Lake. There was lots of roadside snow and the day was cool and sunny, giving a very alpine feel to the day. We continued past Happy Jack to 87, then past Strawberry and Pine until we reached Payson, stopping for lunch at the Golf Club of Chaparral Pines. This is a lovely spot that I remember from my first Copperstate event, with the dining room open to the fresh, cool air and an Asian buffet lunch. There was a long stretch of the road before Payson under construction, with a flag man on each end. Judy and I were in the Triumph and the kids in the Jaguar. We waited only about fifteen minutes to be flagged on, but Josh and Mari, somewhat behind us, were held up for about 30! So we lingered over lunch until they finally arrived and left together as some of the last participants. Besides, we knew there was only one segment left and weren't in a hurry for the fun to end.

We gassed up in Payson. At the station, I remarked that I had used only an additional half quart of oil after the first day, despite running long and hard on a regular basis. One thing that was clear, however, was that if we stopped the car when hot, we would get some oily smoke through the bonnet louvers and even in the cabin. This was because oil was getting pushed out of the vent cap on the valve cover and then would drip down onto the headers and burn up. Excessive crankcase pressure due to a clogged crankcase vent tube (road draft tube)? Or due to failing compression rings? All this will require investigation in the coming days.



In any case, at the gas station I took some photos of one of the most exotic and beautiful cars in the rally, a 1956 Maserati A6G/2000 Berlinetta Zagato in bright red. The lucky owners left before us, and we all headed down the Beeline Highway toward Phoenix for our final stop at the Hotel Valley Ho in Scottsdale. Unhappily, I soon saw blue flashing lights ahead

Copperstate 1000 2026: (cont)

and, sure enough, the Maserati was the subject of unwanted police attention. The good news is I found out that evening that the driver was given only a warning for 92 mph. Perhaps the officer was a vintage car enthusiast?

We all made it safe and sound to the hotel. No car cleaning needed for this evening, so we donned our bathing suits and spent the afternoon at the pool bar and hot tub. Then time to freshen up for the final banquet. At the dinner, we honored those who put the event together and kept us safe (the volunteers from the Men's Arts Council and the State Police motorcycle officers). There were awards and some fundraising. I bought a large banner with participant signatures to mount on my garage wall next to the banner from last year's event. Then it was hugs and goodbyes and bed. Twelve months seems a long time until next April...

I usually end by trying to sum up the entire experience. This year, it was about family. We loved having two cars and the four of us together. We don't know if we can afford to do this every year, but we did create treasured memories and it was definitely worth it.

Second is some lessons that the cars taught us. Judy's car is essentially fresh. She didn't use a drop of oil and her Jaguar inhaled the miles. She could have driven any speed and the car wouldn't have noticed. In contrast, my Triumph was fully restored 31 years ago, and then the engine had a "top-end rebuild" nineteen years ago. Goodness knows, I've driven it hard since then, including in four Copperstate rallies. Not unexpectedly, the engine is wearing and will need a rebuild soon, perhaps after Triumphest. And that would be a perfect time to use components that will increase power, redline and durability, in addition to key chassis and brake upgrades. The '4 has become a beloved part of the Copperstate 1000 and gets endless positive attention, even from owners of truly exotic automobiles. So we owe the mighty '4 what it needs to stay out there, running with the big dogs (and cats)!

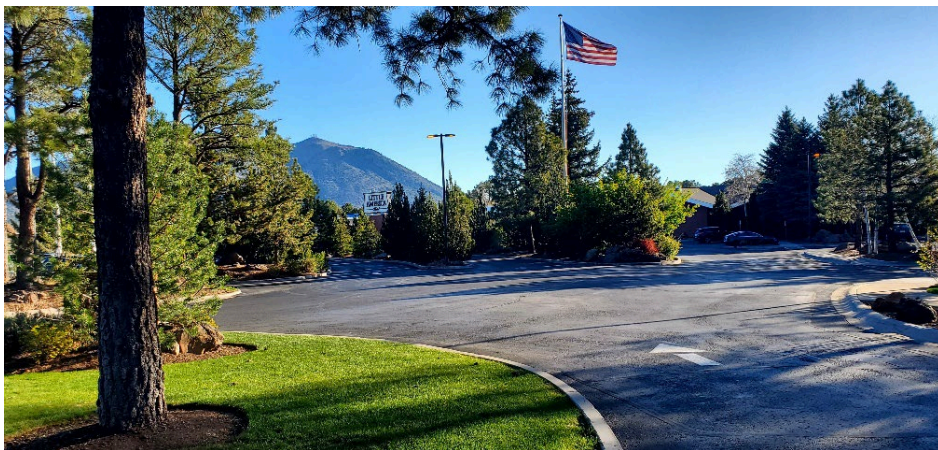


RE-BEAT Rally-(British European Auto Tour- AZ) -2026

Memorial Tour in honor of Mike Goodwin. April 22nd-23rd 2026

By John Carroll, VP, DCTRA

Over 25+ years ago, a Triumph DCTRA Member, Roger Growzski, came up with a 2-day drive that took in the beautiful scenic roads of Arizona and invited multiple Arizona Classic Car Clubs to join in. It was a very popular event that brought together these AZ clubs to enjoy spectacular scenery, spirited driving and friendly company. Mike and Janice Goodwin volunteered and became the main organizers each April. Mike and Janice ran the BEAT Tour for eighteen years. Sadly, we lost Mike in September 2022. This Re-BEAT was in memory of Mike and to thank Janice for all the wonderful organizing to support this event. I never had the pleasure of joining the BEAT and John Heisser and I reworked it to arrange a similar event. I call it the Re-BEAT Rally in honor of Mike.



Re-BEAT Tour Overnight stop- Little America- Flagstaff

On Wednesday April 22nd, we all met at Wickenburg to start our journey. The route would take us north up Highway 93 and East onto Highway 97 towards Kirkland Junction and onto the Wilhoit, Yarnell hill to Prescott, through some amazing switchbacks and hairpin turns. Lunch was at the Park Plaza in Prescott, which was on Goodwin Street. Rather appropriate to remember Mike.



Meeting point in Wickenburg



TR6, TR8, Jaguar XKR

After lunch the group broke into two groups. Those who preferred to head back to the Valley and a few of us who chose to continue to drive up to Flagstaff via Cottonwood, Sedona and the Oak Creek Canyon Vista. There was some traffic and a one lane closure, that tested our cars on a steep gradient while we waited for the green go light.

RE-BEAT Rally (cont)

Along the way Tony Chapman indicated he had a fuel leak and we diverted into a Veterinary Clinic parking lot. Turned out to be a breather vent has detached and pushing fuel vapor into the car. On we went to Flagstaff. We arrived without incident and after freshening up we had a lovely dinner together.



Lunch at Park Plaza Deli.



Park Plaza Deli- Goodwin St-Flagstaff.



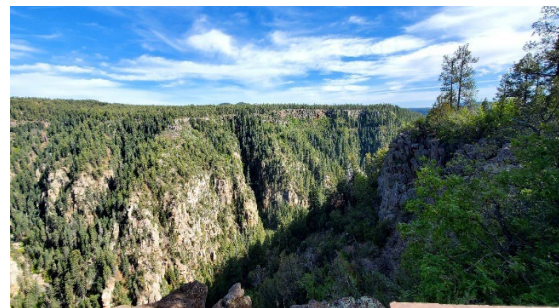
The Crew pondering the fuel leak?



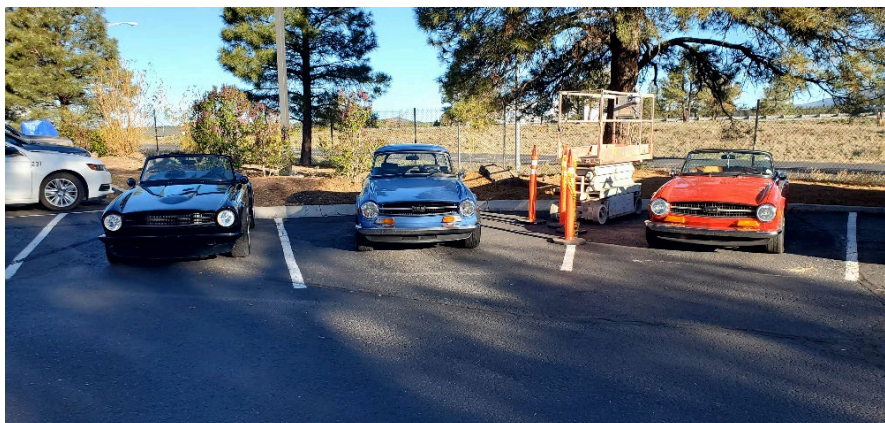
Selfie Time with Kelly and Tony Chapman + TJ



The Open Road- Lake Mary Rd and Morman Lake



Oak Creek Canyon Vista – Sedona



The Three Sixers sharing an overnight sleepover.... With a 4 -wheel guest

RE-BEAT Rally (cont)

The drive back after breakfast was a straightforward run-down Lake Mary Road, Strawberry and Pine. If anyone hasn't driven down Lake Mary Road from Flagstaff, I highly recommend you do. It is a rare find of a road with long sweeping curves and beautiful scenery along the way. It's about a 90 min ride down to Payson where we stopped for lunch at the Buffalo Grill. We all went our separate ways afterwards and arrived home safely. What a drive for two days. We covered around 490+ miles and about twelve hours of driving. All the cars behaved impeccably.

As this was a Re-BEAT Tour, I have to take the opportunity to show you all this rare find as we left the Grill. Perhaps next time we can contact the BMW and Porsche Clubs to join us?



One of only 1,265 BMW 3.0L CSL made between 1971 -1975. Stunning example

Below is a link to the Lake Mary Road Video with thanks to TJ and his BMW M3 Roadster.

<https://youtu.be/ILhMj6sWT8E?feature=shared>





SEPT 17-19, 2026

Triumphest provides the thrill of driving our 'TR's to a destination just like the 'old days'.

At the Triumphest we will enjoy 'Funcours', Autocross, Funkhana, tech sessions, and an awards banquet. Plus, an opportunity to meet with our Triumph friends, what a great time!



HOSTED BY THE DESERT CENTRE TRIUMPH
REGISTER OF AMERICA
WWW.DCTRA.ORG

TRIUMPHEST 2026 EVENTS

AUTOCROSS
FUNKHANA
TECH SESSION
HOSPITALITY PARTY
BANQUET
AWARDS
RAFFLE PRIZES
VENDORS
RALLIES
REGALIA

MODEL/PHOTO CONTEST
WALKING TOURS
SCENIC DRIVES
DINNER CRUISES IN YOUR TR



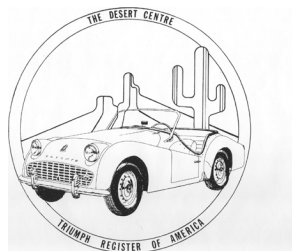
SHOW DCTRA MEMBER CLUB TEE SHIRTS FOR SALE

Currently, we have both Large and X-large sizes only.
Tee is a blended 50% cotton and 50% polyester



\$25 each.

Payment is by Zelle or cash to John Carroll and I can bring it to the DCTRA Meeting. To use Zelle, you can send money directly to money@dctra.org. If you have questions, please call or email john.carroll@wbhsi.net. 480-622-8502

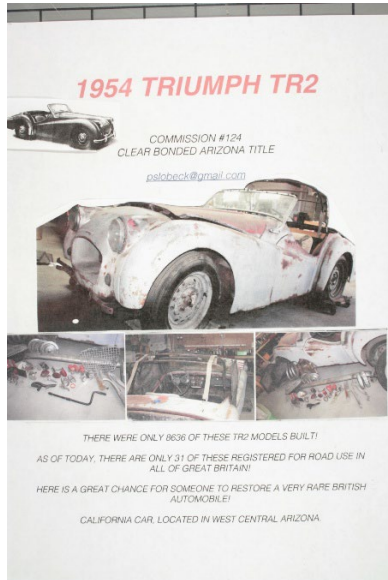


CLASSIFIED ADS:

For sale:

TR2.

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



Phil Lobeck

Phone 928.210.2944

E mail is: pslobeck@gmail.com

1-26

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

... Lou Figone 408-966-4175



9-25

CLASSIFIED ADS: (cont)

FOR SALE:

PARTS: All correct sheet metal for different models: TR2 (long door), TR3, TR3A and TR3B. **PROJECT CARS:** All bits and bobs to make project cars 90% complete. Prices for project cars: TR2 - \$1750; TR3 - \$1200; TR3As - \$500 & \$300; TR3B - \$1,000. I HAVE MANY OTHER PARTS – IF YOU NEED SOMETHING CALL. Call or text: **PETE** 602-615-3640

1956 TR3

1961 TR3A

1962 TR3B

1954 TR2

1961 TR3A

PROJECT CARS FOR SALE

FOR SALE TRIUMPH PARTS

PACKRAT PETE
602-615-3640

CLASSIFIED ADS: (cont)

For sale: 1960 TR3

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

5-24

For sale:

Gt -6 Clutch and pressure plate very slightly used. \$120
Gt -6 Standard Front Springs. \$50/ea. New never used.
Gt -6 /Spitfire Front Calipers. \$60 Each
GT-6 /Spitfire Two used diffs. 4:11 gearing. \$25
Gt-6/Tr-6 exhaust manifold. \$20 used clean
Gt-6 150 CD Carbs. Fully adjustable, clean. \$160 each
GT-6 Transmission, 4-Speed, only 50,000 miles. \$300
Tr- 6 Red fan. \$80
Tr-6 Rear Brake Pads. – semi metallic. \$60 in box
Tr-6 Tanoue cover like new. Black. \$20
Generator, good condition rebuilt, works. \$140
Starter Motor, slightly used. \$100
4 U-Joints \$25/ea.
2 Front Brake Discs. Sprt, or GT 6. \$35/ea.
GT-6 or Tr-6 fuel pump. \$20

Email

michaelbulfersport6@gmail.com

1-26

Dear All, I have the following Spitfire 1500 parts which I would be happy to give to a Spitfire owner who could use them:

- * Shift boot, Upper (Part # 680-720) - 1 of these
- * Seal, A-Post to Door (Part #689-485) - 2 of these
- * Original radio speaker - 1 of these

Email me if interested.

Julian Anderson

Triumph TR6

Julian@jajanderson.com

Free to any paid up DCTRA member:

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



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

CLASSIFIED ADS: (cont)

From: MICHAEL SAMUELS <samuelsma@aol.com>

Date: January 16, 2026 at 5:02:55 PM HST

To: Members <members@dctra.org>

Subject: Aluminum Silverstone wheels

Friends,

You may have heard me mention that I have a set of original magnesium American Racing Silverstone wheels for my TR4. I ran them for about 2 years but then got worried about cracking them (and got tired of the fact that they hold air poorly). I had a set of VTO Silverstone replicas made and have my magnesium ones in boxes in the garage.

Dennis Wilson, the vintage Triumph dealer who sold me the '4, contacted me yesterday to say that he has a set of original aluminum (not magnesium) American Racing Silverstones for sale. There are 5 wheels and other parts including lug nuts and original Nokof brand spinners. The wheels and spinners are in need of restoration. Pics attached below. These wheels are 15 inch diameter.

These wheels and spinners fall into the "unobtainable" category. I would buy them, but I really don't need a third set of Silverstones. The cool thing about them is that they are a vintage item but they aren't brittle like my magnesium versions. Asking price is \$2200 for everything.

LMK if you have any interest.

Michael



CLASSIFIED ADS: (cont)

For sale:

Nice 13" Mountney GT wood steering wheel and 14" electric fan. The wheel has a crack and has been repaired (see picture). Both were removed from my TR8 but should fit other models too. \$75.00 for both. 602 579 0579 cbest1@cox.net
Clebe Best



Notice:

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

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

Thank you,

George M Montgomery, editor
georgemonty32@gmail.com

CLASSIFIED ADS: (cont)

Help Wanted

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

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

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

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

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

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

DCTRA thanks you in advance.

DCTRA Club Meeting Location:

Note: Social meeting held on the second Tuesday of each month at:



Raven Gastropub | 6pm -8pm

8900 E Pinnacle Peak Blvd

Scottsdale, 85255

Map: <https://maps.app.goo.gl/o8G1SFuY6WgDarBv9>



Desert Centre Triumph Register of America MEMBERSHIP APPLICATION

New Member ____Renewing Member ____ Information Update ____
Today's Date _____MEMBER INFORMATION (please print):

Name(s): _____

Address: _____

City: _____ State: ____ Zip: _____

Cell Phone: _____ Other Phone: _____

Email Address: _____

Classic Vehicles Owned:

Year Acquired	Model	Commission #	Month/Year
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

Annual Dues are based upon when you join DCTRA. Please check the dues option you want:

Joining period	One Year	Two Years	Three Years
January 1 st through June 30 th	____ \$40	____ \$70	____ \$100
July 1 st through December 31 st	____ \$20	____ \$50	____ \$80

Each membership includes one name badge. Additional name badges are available at the cost of \$10.00 each. Name as it should appear on badge(s):

How are you paying your dues? __ ZELLE to Money@DCTRA.org __ CHECK __ CASH

Do you want to be added to the Membership Contact email list? ____ YES ____ NO

Please scan and email, or return this completed form with the correct dues amount

to: Scott Porter, DCTRA Membership Chairperson

PO Box 12100, Scottsdale, AZ 85267

206-999-9977 scottpor@hotmail.com

We look forward to you joining DCTRA and sharing in our passion for the Triumph Motor Car!

Regalia

We also have Grill badges (\$25.00 each), Lapel pins (\$5.00 each) and License plate frames (15.00 each) available for purchase.



Grille badge (3 inch diameter)

Lapel pin (3/4 inch diameter)

Licenses plate frame

PAID:

Membership fee _____

Name tags @ \$6.00 each _____

Grille badges @ \$25.00 each _____

Lapel pins @ \$5.00 each _____

License plate frame @ \$15 each _____

TOTAL ENCLOSED _____

Additional Space for more information:

Websites

Desert Centre-Triumph Register of America

www.dctra.org

Triumph Sports Car Club of San Diego	http://clubs.hemmings.com/sandiegotriumph
Portland Triumph Owners Association	www.portlandtriumph.org
Tyee Triumph Club (Seattle)	www.tyee.triumph.org
British Columbia Triumph Registry	www.3.telus.net/bc_triumph_registry
All British Field Meet (Portland)	www.abfm-pdx.com
Vintage Triumph Register	www.vtr.org AND www.vtr2026.com
Triumph 2000/2500/2.5 Register	www.t2000register.org.uk
Rimmer Bros	www.rimmerbros.co.uk
Stag Owners Club	www.stag.org.uk
TR Sports 6 Club	www.tr-register.co.uk/news.htm
British Auto Works (OR)	www.britishautoworks.com
British Wire Wheel	www.britishwirewheel.com
Save Our Cars	www.saveourcars.org
British Car Forum	www.britishcarforum.com
Triumph Travelers Sports Car Club	www.triumphtravelers.org
Southern California Triumph Owners Assn	www.sctoa.org
British Motor Heritage Group	www.heritage-motor-centre.co.uk
6-Pack –USA Club for TR6/TR250 Owners	www.6-pack.org
Okanagan British Car Club (B.C.)	www.obcc.ca
Vintage Sports Car Club of Calgary (Alberta)	www.vsgccc.ca
Moss Motors	www.mossmotors.com
Small auction and forum	www.britishcarauction.com
Classic Autosport Magazine	www.classicautosport.net
International Spitfire Database	www.members.cox.net/spitlist
British Motor Club of Utah	www.britishmotorclub.org
Columbia Gorge MGA Club (Classic Gorge Rally)	www.columbiagorgemgaclub.com
Victoria British	www.victoriabritish.com
Triumph Register of Southern California	www.socaltriumphs.org
Hill Country Triumph Club	www.hillcountrytriumphclub.org
Tucson British Car Register	www.tucsonbritish.com
Central Coast British Car Club	www.centralcoastbritishcarclub.com
Texas Triumph Register	www.texas triumphregister.org
Delta Motorsports	www.deltamotorsports.com
From The Frame Up	fromtheframeup.com