

TRIUMPH TRUMPETER

OFFICIAL NEWSLETTER OF
THE DESERT CENTRE-TRIUMPH REGISTER OF
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Triumph Register of America

◀ Back



The Mighty '4

June 2024

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NEXT CLUB MEETING

June 11, 2024

Business meeting @ 7pm

Denny's Restaurant

3315 N Scottsdale Road; Scottsdale, AZ

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Cover: Max Enterline's painting of Michael Samuels' TR4

Prez Sez–June 2024

John Heisser, President

Happy Dad's (Father's) Day to all the DCTRA Dad's, I have heard it said "That anyone can be a father it takes someone special to be a "Dad". My personal experience, the relationship I had with my mother was special, but the relationship I had with my Dad was actually closer and more relatable. Although he passed away almost 35 years ago I still find myself having conversations with him in subconscious.

I want to thank Dave Riddle for all of the videos he posted or sent links to YouTube of him driving the "Baja TR3". It's more fun watching these videos knowing the driver and having seen the car on several occasions.

The VP of the MG club sent me an email about two months ago asking for my input about British Wheels on the Green, their club was considering possible not having it this year. My response was that I as will many of our club members would be very disappointed, but I did understand that putting on a show like this quite an endeavor. The good news is that they will be sponsoring it again this year! Our VP Roger Prior last year really picked up the mantle, he attended all the planning meetings, volunteered to find and coordinate with the DJ. He worked days before and the day of the show on other committees, he even enlisted the help of his wonderful friend Kate to sell raffle tickets! Randy Kontz and a few other members volunteered as well. I volunteered the past 2 years, but nothing like Roger did, and plan on doing so again this year. The 1st planning meeting will be on July 13th at Duck and Decanter at 9:30 AM. So please consider helping out. Remember the majority of the proceeds go to a local charity! Also this year being the 100th year celebration of MG & Triumph we as a club should consider being a sponsor. I'm sure Roger will have more information soon.

A few weeks ago there was an email sent to the DCTRA membership email about the new EPA rules and how these rules were going to affect our cars and collectable cars in general. Some misinformation was put out there, what I read on the EPA website had no mention about older or collectable cars. But it made me think that this might happen some day and is there an organization advocating for our hobby? I mentioned the SEMA (Specialty Equipment Market Association) organization at our membership meeting last month and I urge all of to visit their website; www.sema.org. I consider this organization advocacy for our hobby, similar to what AARP advocacy is for retired persons. So if you want up to date and reliable information on how federal and state government regulations effect collectable cars now and in the future check SEMA out.

Hope you are all well! Thx, John

EDITOR'S DESK

George M Montgomery, Editor

This month's cover photo is of a painting done by Max Enterline, of Michael Samuels 1960 TR4. I think it is in a 19th century style called Impressionism. I hope someone would correct me if I'm wrong. I still think it is a beautiful painting. I think Mr. Enterline might paint a picture of your Triumph, or your Mustang if you should have one of those. I hope I'm not stepping out of bounds here, as I have not spoken with him. You may contact him at ph 602-881-3610 or email hopeandmax@cox.net.

I envy Michael and the opportunity to make this Copperstate tour with his dad. I lost my dad while I was in Vietnam. I was in my early twenties. I had been away from home in college was only a little past adolescence. I never got to spend time with him on a man to man basis except that last weekend before I shipped out to go overseas. I have spent weekends and road trips in a Spitfire with my own son, so I do understand and enjoyed the other side of that equation, what Dad, Steve, got to experience.

I will be driving Sunday morning for an annual trip to see a college buddy in Burleson, Texas for a few days, then to north Oklahoma City for a high school reunion (number 63) then for a week with my sister and her family in south Oklahoma City. I love to get out on the road in my Subaru crank up the satellite radio and think. Almost as fun as driving my TR6.

I'm surprised that I haven't had five or six people call up wanting to take over duties of newsletter editor. It's a fun job and a chance to meet and greet many celebrities. You'll have a chance to travel to all the Triumph car shows, Triumphests, VTR national and regional meets and any local club meetings. While there isn't a club budget for your travel expenses, you do get the opportunity to introduce yourself as the DCTRA Newsletter Editor. That will earn you a great deal of notoriety. Wait, did I use the correct work? Anyway, I will not be at the June meeting and I would like for someone to stand in my place. I'll see you at the July meeting if not before.

George



June 2024 Membership Report:

We have two new member application to date here in May, welcome to Ken Troy and Jerri Baldrige. Ken drives a 1958 TR3 and I am still working to track down what Jerri has in his stable! Our DCTRA membership ranks now stand at 154 memberships and 212 total members strong. We had 16 members and spouses attended the May 14th meeting; as always thank you to those meeting at Denny's or "Zooming-in". More patches, pins, and stickers were picked up at the May meeting and here's a quick reminder of the items we have available: Grille Badges (\$25), License Plate frames, chrome or black, (\$15), TR Pins, 3 types, (\$10), and DCTRA Patches (\$5). As always, I have extra DCTRA business cards and window decals for those who need them. The driving weather has definitely turned hot in the valley of the sun, much cooler in the NW, a balmy 60!

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Application form on page 25

DCTRA EVENTS

DCTRA Events June

June 11th -- DCTRA June Meeting – Denny's Scottsdale
June -- Friday Breakfast Drives (dates, times and locations TBA)
Sept 28th – Charity Car Show @ Mesa Marketplace – sponsored by Mini Club
Oct 19th -- Annual British Vintage Voage
Dec 21st – Christmas Light Tour

Regular Occurrence Events

Second Saturday each month, October through April: Cars and Coffee 8:00 to 10:00am
The Shoppes at Casa Paloma, 7131 W. Ray Road Chandler
Hunts Donuts – 3rd Thursday University and the Loop 101
Cruz'n at Phil's - (every Sunday) Phil's Filling Station Fountain Hills, AZ
Cars N Coffee – 1st Saturday of the month, Mayo Blvd & Scottsdale Rd
Cars N Coffee – 2nd Saturday of the month, Alpio's at Troon

NEXT CLUB MEETING:

June 11, 2024, a Zoom link will be sent out.



Desert Centre Triumph Register of America December DCTRA Meeting Minutes

May 14, 2024

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

Members present: Julian & Kerry Anderson, Jim Dickey, John Horton, David Ker, Bob Mazer, George Montgomery, Deborah O'Brien, Roger Prior, John Reynolds, Michael Samuels, Scott Porter, Armand La Casse. No Zoom attendees

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

Treasurer's report: Armand La Casse reported 2 new membership dues paid and a payment to AZ MG Club.

Membership: Scott Porter reporting our newest member, Jerry Baldrige, bringing our membership to 153 with 202 members.

Newsletter: George Montgomery announced this evening that he is actively looking for someone to take over his duties publishing our Monthly Newsletter. He has served as Editor for 10 years.

Events: Roger Prior has no events to report as we approach the hot summer months. Roger reminding us that the Friday breakfasts will continue.

Technical: Julian Anderson thanking Armand for his help w/ the hard top on his TR6. And Scott Porter proudly drove his TR3A to the meeting this evening.

Old Business: Mike Samuels gave an interesting update on his participation, with his father, in The Copperstate 1000. He thanked all the club members who showed up at The Kickoff to support him.

No New Business

Motion to adjourn @ 7:35 p.m.

Respectfully submitted.

Mary A White Secretary

One liners for this election year:

We hang the petty thieves and appoint the great ones to public office ~Aesop

If we got one-tenth of what was promised to us in these State of the Union speeches, there wouldn't be any inducement to go to heaven . ~Will Rogers~

Technical Corner

It's a Snap

Article and photos by Roger Prior

Just about three years ago, after the TR6 purchase I began to find “little things” that were either inoperative, missing, out of adjustment and you get the idea. Priority list was compiled, needless to say some items wound up on bottom of the list which bring us to this ‘tech’ article.

Some backstory: First off along with the enthusiastic encouragement of fellow DCTRA (ers), I have been assisted by wonderful YouTube videos on Triumph repair to be fantastic, educational, and amusing. I have grown to appreciate the amount of time taken to prepare the project, organize filming, editing and finally make these videos available for all—encouragement to get involved and help keep our Triumphs on the road to enjoy. Am sure we all have discovered and subscribed to these YouTube Channels. For this article am referring to Elin Yakov’s ‘*Rusty Beauties*’ YouTube Channel. You might become hooked on Elin’s informative and entertaining expansive Triumph series and have become a subscriber as I. The chapters that deal with the TR6 soft top are aptly titled: Triumph TR6 Soft top installation Part 1 (25:41) and Part 2 (44:54). If you want to zoom to the portion explaining the Hoover Press-N-Snap operation please see Part 2 beginning at 35:50-time hack. My hat is off to Elin.

Moving on to the bottom item on my ‘to do’ list was a portion of a missing snap (Pls. see Photo One)—that is used to hold down the cover over the convertible top (when the top is down). The TR6 purchase included a nice canvas convertible top, the vinyl cover mentioned previously as well as tonneau cover. Both vinyl covers appear original to the TR6.

After investigating options on Amazon, I purchased a snap kit that included the ‘vice grip’ type clone set of pliers, stainless snaps and white gloves (!) no less. After several attempts this kit did not work out for several reasons, namely the snap bottom portions provided turned out to be too short to extend through the metal plate that the convertible top is attached to as well as the canvas material of my top (Pls. see Photo Two)—this is located on the rear deck of the TR6. The 5 screws holding down the plate need to be removed for this operation and were all in great shape upon closer inspection. Four attempts on the snaps did not work and now was running short on snap portions! Was also beginning to wonder if the pliers supplied were providing enough force as I learn how to push the snap together. Minimal multi-tasking required. Time to take a step back and evaluate. In my case, the canvas top material is thicker than the standard vinyl material.

Remembering a chapter from the *Rusty Beauties* YouTube Channel, go to the computer and watch the episode entitled Triumph TR6 Soft top installation—Part 2 (44:54). My experience has confirmed some observations of Elin, that the ‘on-line’ snap kits may not be the answer to our Triumph convertible top snap needs. Though looks like Elin was installing a vinyl material top in his videos.

I found a Hoover ‘Press-N-Snap’ tool on Ebay for a reasonable price (Pls. see photo 3). Note: If you need the complete tool that includes the different male and female snap style fittings, ensure the tool you select has these parts included and in good working order. The Ebay photos will help provide pictures of what you are buying. Placed my order and within several days arrived via USPS.

Technical Corner (cont)

The Hoover tool was complete and in good shape as described and I did remove some slight surface rust from the steel tension adjusting screw on my 'brass wire' wire wheel – no problem.

Next issue to solve was the snap bottoms which I mentioned earlier were too short for my application on the TR6. Was in need of other and more snap bottoms. Remembering snaps were available from Moss went to the on-line catalog. Not knowing the exact dimensions but ordered enough to get the job done (including practice) taking a chance on the required length of the snap for our Triumph applications. I only needed to repair one snap, so of course I ordered 25 snap bottoms (Moss P/N #226-605 Fastener Base). Remembering I am still on the learning curve. Even at quantity of 25 the cost did not meet the minimum sale, so I added on the Moss plastic cup holder that attaches to the gear shifter area. An order was placed and in three days the order arrives in good shape (pls see Photo 4).

Next day while cool in the garage I begin this task again, using the Moss snap bottoms which appear to be long enough. Laying towels on the 'boot' lid to protect the paint (pls see Photo 5). I begin to try again and on the fourth attempt got the snap crimped well (pls. see Photo 6) Looks good as to indistinguishable from the other originals as appearances sometimes are important (pls. see Photo 7).

The Hoover tool worked fine as Elin described and I would recommend this tool for our Triumph snap tasks or similar. I'm willing to lend out to save you the expense if you like, and might provide some new found experience if you wish. The saying goes...'right tool for the right job'. The Hoover tool is industrial strength and will be used by commercial upholstery businesses for auto, boating or whatever.

The cup holder is excellent and will provide safe harbor for a drink cup or my iPhone caddy which is a much safer location than my lap.

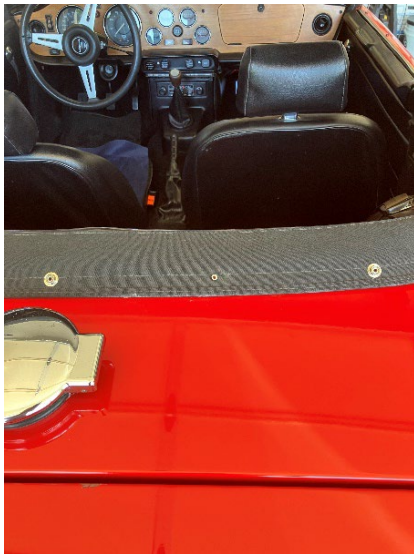


Photo 1



Photo 2



Photo 3

Technical Corner (cont)



Photo 4



Photo 5



Copperstate 2024: Return of the Mighty '4

Article and photos by Michael Samuels

Many of you may have read my (very lengthy—even serialized into two parts, each one was very lengthy...) write-up of taking my son, Josh (1988), and the TR4 (1963) on the Copperstate 1000 rally last year. If you missed it and have lots of time, perhaps a prison sentence for a serious felony, here is the link to that piece ([link](#)). It was a blast, with Josh serving as co-driver, navigator and semi-professional photographer while I took the lead in the late afternoons as car-detailer and adult-beverage-taster. As soon as that event concluded at the Arizona Biltmore last April, we decided to make it an annual tradition if at all possible.

As soon as the 2024 event dates became available last fall, I called Josh.

"Hey, the Copperstate is scheduled for the April 6-10. Are you in?"

"Copperstate. April 6-10. Are you kidding? Why are you even asking? Absolutely!"

Then a disembodied voice from the background (could be his wife, Mari):

"Uh, Josh, that would be a NO! That's the last week before finals."

Lucky we weren't on video, because I think there was a very glum face on the other end of the line. Josh and Mari are full-time engineers for Chrysler living in Michigan, but they were also completing their master's degree programs in Engineering at the University of Michigan. It's pretty clear only wives understand how calendars work, at least in my house and Josh's.

"Hmmm, Dad, I think I'm going to be handcuffed to my desk that week with a corrections officer watching over me. Would Mom go with you?"

"Kind of doubt it."

"How about Grandpa? He might be up for it."

"Grandpa's going to be 88 by then. Do you think he could do a thousand miles in a TR4? He'd definitely be the oldest person in the event."

"Grandpa's pretty special. You should ask him."

So, I did. It took my dad, Steve, all of a split second to say yes. And my application for the 2024 event went in!

The months after application and before acceptance were just as nerve-wracking as last year. Even though every 2023 participant made me feel very much a part of the Copperstate family, I guess I still have a bit of an inferiority complex in applying with a Triumph while most others choose one of an array of true exotics from their collection each year.

"Will it be the Aston DB2 or the Bizzarrini this year? Oh, I do love the Italians, but I think the birdcage Maserati needs some exercise. Yes, let's go with that."

OK, no one at the event looks or talks like Thurston Howell III, but many really do have amazing collections. And I have the '4.

All that said, I received a very happy email in mid-February, checked that Dad was still in (he was), and the race to get ready was on!

My first call was to Adam Bednarek at AZ Collector Cars in Mesa. Adam has helped me maintain the car since I bought it. I told him that pretty much all it needed was the official inspection. I suspect he was rolling his eyes on the other end (he's heard that one before!), but got me an appointment and the car went in a few weeks later.

Copperstate 2024: Return of the Mighty '4 (cont)

The Triumph did need an official inspection. As well as:

- Removing and rehabbing the radiator, which had several pinholes (I had no idea)
- Cleaning the Weber carb jets
- Replacing the pancaked engine and transmission mounts
- Repainting the ratty oil filler cap
- Fixing the driver's side interior door handle
- Refinishing the windshield header piece
- Changing the oil (I had just done this, but it was part of) ...
- Resealing the engine, transmission and overdrive to eliminate leaks.

When it was time to get the car back, Adam told me about that last item.

"Dr. Samuels, when I got your car in here, it was leaking from everywhere. A lot."

"Uh, Adam, it's a Triumph."

"Right. Well, it doesn't leak anymore."

Now it was my turn to roll my eyes. I did resist that joke about when British cars stop leaking, as I'm pretty sure Adam has heard that before.

"That's good. Is it OK if I still keep some cardboard under the car when I park it?"

"Whatever you think. But it's dry now."

In case you are wondering, the car was indeed dry. For about 12 hours. Then it started to leak from everywhere again. Maybe a tiny bit less than before. Josh says that's a design feature (total loss lubrication/rustproofing) rather than a bug.

The next step was the test drive. The event organizers expanded the requirement from 100 miles last year to 200(!) miles this year. I decided to combine the test drive with a test of my father's 88-year-old back. And 100 miles would be adequate for both purposes.



Ready for a test drive.

I picked Dad up from his house early on a Sunday morning in March and tucked him into the car. Literally. I put two cushions behind his back and one at his feet to allow him to rest them at the end of the footwell. We buckled in and were off to Fountain Hills and then on the Beeline toward Payson. I crossed my fingers, but he was all smiles and reassured me that the car was so much more comfortable than he imagined. And were these little cars supposed to go 80 mph? I relaxed and we both enjoyed the sunshine and gorgeous scenery as we ascended the mountains heading north. A quick turnaround when the trip odometer got to 55

Copperstate 2024: Return of the Mighty '4 (cont)

miles or so, and then back down the mountains to home. What a relief for me, my dad, and (possibly most) my wife, who was second backup in this equation.

And then the big day arrived. We got the car over to the Tempe Diablo Stadium, checked in with the organizers and I scored a primo space in left field while Dad stayed in the air conditioning and charmed the event staff. Stickers attached (OK, I really messed up the stickers this year, but a kindly auto detailer was working on the car next to mine and got them back on perfectly), we checked into the hotel, took a little nap, and got ready for the welcome dinner.

This was the chance to re-connect with friends from last year and to make new ones. Lots of food and drink and a beautiful view of our cars filling the grassy field. The evening was a little chilly, but the highlight was a Space-X launch from California. We saw the rocket streak across the sky, seeming to trail a shower of sparks. Things broke up soon after that, and we set off to get some rest for the big kick-off event the next morning.

Sunday morning dawned with perfect Arizona sunshine and temperatures. There was a quick buffet breakfast at the stadium, and I gave the TR4 a quick shine. Then friends from the Desert Centre Triumph club started to appear, as well as an overlapping group of my Friday Triumph Chandler breakfast group friends. It was such a lift to see everyone there, enjoy the excitement, and take lots of photos. Dad didn't know anyone, but was happy to be part of the fun. Before we knew it, the national anthem was playing and it was time to buckle in for the grand exit.

Last year, my anxieties around this part of the event were all about the "interview" with the announcer and the big pull-away after:

1. Don't stall the car
2. Don't stall the car
3. Oh, yeah, I guess you need to say something intelligent when the announcer shoves the mike in your face, but then
4. Don't stall the car



Don't stall the car.

I'm pretty sure that I didn't say anything intelligent into the mike last year, but I DEFINITELY didn't stall the car.

This year was easier. First, I was less nervous. Second, the announcer actually had some moderately interesting things to say about the TR4 (which he called a "TR4A") before waving me off, and didn't ask me to say anything. And I didn't stall the car.

I'll resist the urge to provide an excruciatingly detailed recap of the trip and share just the highlights.

Copperstate 2024: Return of the Mighty '4 (cont)

Our first leg took us northwest to the Carefree Highway (couldn't help but hum the 1974 Gordon Lightfoot song—luckily, the car is pretty loud with the windows down and Dad can't hear much, anyway). We climbed Yarnell Hill and then enjoyed the drive to Prescott.

Lunch in Prescott was an unexpected pleasure. The group had rented a historic home with a lovely back yard encircled with flowering trees. The sun was gentle, and we relaxed with a buffet lunch and soft drinks. Just like last year, the process of losing the urban sprawl of Phoenix and gaining altitude changed the mood entirely.

After Prescott came another highlight—climbing Mingus Mountain. Do they work this into every Copperstate event? This is a special experience in any sports car and the '4 seems built for roads like this. Mile after mile of second and third gear turns, lots of revs, heel-and-toe downshifting, the works. Dad proved himself the stoic passenger on this section, which was all I could ask. That grab handle below the glove box got some actual use!

Then we descended into Jerome from above. Dad was impressed with the narrow road and sheer drop; more so after I told him about the town's history in which buildings (like the jail) would slide down the hill from time to time. We Arizonans take these things in stride ... Then through Cottonwood, where we made plans for a future family wine tasting trip.

The approach to Sedona was breathtaking. The sun was getting low and lit up the red faces of the mountains. Dad had never seen the red rocks and seemed fascinated with the geology, all the colored layers. It's just one of those things that you can't describe and have to see for yourself. I could tell that this man, who had spent the last 66 years of his life since law school in Boston, was developing a deep appreciation for the dramatic beauty of our state.

Once parked at the hotel, another pattern developed. Dad retrieved his bag, headed to the room and called it a day. Two big meals was more than he was used to in any case, and the energy required for an all-day drive, sightseeing and socializing pretty much emptied the tank. So, I joined all my friends in the parking lot polishing the bugs off our cars and enjoying the comradery and plenty of refreshments from the pickup truck/bar complete with two bartenders and a selection of fine bourbons. Then a shower, more cocktails, dinner and bed for me, too.

Monday morning was another beautiful day, and Dad had his energy back for a good breakfast. We had the daily driver's meeting, then it was off to Payson via Route 260. Beautiful Ponderosa pines and cool breezes. Then we picked up the Beeline to Bush Highway and stopped at Saguaro Lake Ranch for a rockin' barbecue lunch. The grills were smoking, with long tables and an assortment of tangy sauces and lots of lemonade and iced tea.

This was the day of the near-total solar eclipse, so we passed around eclipse glasses. The light had an eerie quality, lots of contrast, but it didn't dampen the mood. Even more interesting, someone had set up a telescope with a special filter on it that let us get a highly detailed look at the sun as the moon obscured most of the shining disk.

Copperstate 2024: Return of the Mighty '4 (cont)



BBQ lunch on eclipse day

It was with reluctance that we got back on the road to head to Tucson. To be honest, the rest of the drive that day was less interesting. We got on 79 to Florence, lightly trafficked but arrow-straight, continuing to 77 and the sprawl of suburban Tucson. Things started looking up, however, on the approach to the Marriott Starr Pass Resort. What a majestic setting! The resort is carved into the side of a cliff, away from the bustle of the city, and immediately made it onto my “must return soon with my wife” list. The routine of car polishing, drinking, cleaning up, cocktails and dinner followed, then it was off to bed to get ready for tomorrow’s adventure.

Tuesday broke the usual Copperstate pattern, in that we started and ended at the same resort. This is called a “loop day,” and is much beloved by the ralliers because it saves the time of packing and unpacking. Further, nothing was going to beat the Starr Pass for beauty or hospitality.

Our destination for the day was Tubac Golf Resort. The drive should have been uneventful, except that either I got us totally lost, or perhaps the directions weren’t quite right. In any case, there was a 20-mile loop to get back on track, made worse because a couple of good friends in a vintage Mercedes, new to the Copperstate, were following me. In any case, we eventually found the correct road and had a rest stop in a lovely park in Patagonia. Then it was on to Tubac.



Leaving Tucson for the “Tubac loop”.

What a surprise we found there! Honestly, Tubac is pretty remote and I had never visited the town before. We didn’t get to see the artsy town center (another addition to the “must return with wife” list), but the resort is very impressive. Rolling lawns, expansive shade

Copperstate 2024: Return of the Mighty '4 (cont)

trees, elegant architecture that looks relaxed and inviting, all appearing unexpectedly in the desert. My only complaint was that the weather was perfect and our indoor lunch would have been even more spectacular if we could have enjoyed it outside under the trees.

The drive back to Tucson was one of the truly unforgettable highlights of the trip. Basically 50 miles on a sinuous ribbon called Arivaca Road. Open vistas, rolling hills, balmy breezes and lots of sweeping turns as the sun gradually sank lower in the sky. This was a chance to really wind out the Triumph. For most of this section, we had a Ferrari Daytona in front of us and another behind. Hard to beat the visual. The only jarring part (literally) was the fact that the road was interrupted regularly by cattle guards. None of us was willing to lose the rhythm, so we would hit them at full speed and just keep going. Dad was hanging on tight but never made a peep. My car is lowered, with Koni reds on the front but original-style lever shocks in the back, so I think Dad and I might have lost an inch or so in height by the time we got back to Tucson. It was worth it.



Hood latch woes.

It was while cleaning the car that evening that I encountered the only mechanical issue of the trip. On opening the hood, I heard a clunk and the spring-loaded rod, normally attached to the underside of the hood and needed to mate with the firewall hood latch, was no longer attached to anything. Clearly, the nuts holding it to the hood had vibrated right off during our spirited drive that afternoon. Adam was one of the faithful mechanics supporting the event and wasn't too far behind, so I called him and he assured me that he had plenty of fasteners on the truck and would re-attach the offending part. Off to the showers for me. Adam called me after dinner and showed me the repair, which was quite tidy, and we closed the hood and had a quiet evening to prepare for the trip back to Phoenix the next day.

Our last day on the road began with a remarkable drive through beautiful park-like roads. Again, the weather was perfect, and we enjoyed the vistas and spring cactus blossoms. It was as if we were in a botanical garden. However, our hood latch reared its ugly head again. I hit a modest bump and the hood popped open. The fact that TR hoods hinge at the front kept this from being a safety hazard, but I closed the hood firmly. It seemed a bit finicky. Then I realized I couldn't open the hood. I knew the oil level was good, so I didn't worry too much and

Copperstate 2024: Return of the Mighty '4 (cont)

got back on the road. One more bump and the hood was again open. Good, right? I closed it again and all seemed fine. But another bump and the hood was open again. At this point, I pulled over in a safe place. Soon I was joined by motorcycle Sergeant Mike Beaudoin and Men's Arts Council/mechanical wizard Sperry Hutchinson. Sperry was driving a vintage Road Runner with a very large trunk full of tools. He removed the offending piece and spent about 45 minutes adjusting it with painstaking care until the hood would seat and latch securely and all of us could get off on our journey.

By this time, the rest of the group was long gone. Sergeant Mike led the way and we headed through some arid but interesting scenery, including Biosphere 2, through the mining towns of Mammoth and Hayden, and finally on to the renowned Silver King Smokehouse on the charming main street of Superior. We were very late to this party, and the staff was kind enough to put together plates for us long after the rest of the group had departed. That said, Dad's first long face of the trip came when we found out that the signature Silver King ribs were all gone! Another destination for the "must return" list (but with Dad AND wife).



We took some selfies with Sergeant Mike and the motorcycle officers, and then it was a straight shot west back to the big city.

I dropped Dad off at our final destination, the new Caesar's Hotel in Scottsdale, but then jumped back in the TR for a special treat. The event organizers had scored an invitation for our entire group to view the incomparable Rob Walton automobile collection in Scottsdale. No photography was allowed, but this assemblage is absolutely breathtaking. Non-descript outside, the building showcases the cars in an ultra-modern setting. And what a collection: example after example of the most significant sports and racing cars in existence. Any one of them could be the headliner at the Monterey auctions, but here they were side by side. Ferraris, Maseratis, Alfas, Astons, Bugattis, Porsches and so much more. Detailed explanatory placards allowed us to put each example in historical context. I could have spent days there, but (unfortunately), viewing is invitation-only.

Copperstate 2024: Return of the Mighty '4 (cont)

A short trip back to the hotel, and it was time to get ready for the final evening's gala cocktail hour and banquet. We assembled on the sixth floor bar, sharing the open air and views with Scottsdale's most stylish young people. Dad had promised to enjoy this evening with all of us and was soon ensconced with friends he had made on the trip. I did a little table hopping and then we were called upstairs for the banquet itself. The sun was down, the air cool, and the terrace inviting. I had to tear Dad away from his animated conversation.



Final banquet.

The banquet was the best kind: successful food and drink, appreciation for all who had worked for a year to make the event possible, a few awards and no long speeches. Then it was time to relax for our final night of the trip, always a bittersweet time when the Copperstate magic is waning and real life is just over the horizon.



This year's event was special for me in a different way than last year. At 88, and with some inevitable health challenges, Dad and I both recognized that this was an opportunity that might not come our way again. The fact that he was willing to embark on such an adventure remains remarkable to me. When I complimented him about this during one of our long drives, he said simply, "I wanted to spend a few days with you. That's the only reason I said yes."

Horton's English Recipes

By John Horton

PORK RIBS TWO WAYS.

Pork ribs are the favorite picnic/party item. So here are the two best ways to cook them in your smoker or your oven.

Wash and rinse the ribs and dry with paper towels, slide a kitchen knife under the silver membrane at one end on top of a couple of ribs then lift the end and rip it off. Trim excess fat and loose pieces off.

For a binder rub a little Olive oil on both sides, then use your favorite rub, or any prepared sweet rub for pork on both sides. I like Meat Church, Honey Hog BBQ. A light cover is plenty, don't flood them. Allow them to warm up for 45 minutes to one hour.

FOR THE SMOKER, preheat to 250 degrees, place rib side down on the grate, cook for 1 ½ hour, Spritz at each 30 minutes.

FOR THE OVEN, Again preheat to 250 degrees, place rib side down on grate and a pan under them to catch the grease and spritz. Bake for 1 ½ hour.

FOR BOTH COOK TYPES, at 1/1/2 hour baste with sweet BBQ sauce. Wrap in heavy duty aluminum foil tightly to seal in steam. Put back in and cook for another 1 ½ hour at 250. At end open pack and baste a little heavy and return to smoker/oven open for 10 to 15 minutes to set the sauce. They should rest for 20 minutes then open the package and slice to your liking. They should almost fall off the bone tender. Enjoy.

John



CHARITY CAR SHOW

In aid of Animal Shelters in Arizona.

SATURDAY, SEPT.28TH 2024 MESA

MARKETPLACE

On Baseline, west of Signal Butte Road.

8:00am till 1:00pm

All types of cars, trucks, motorcycles etc. are welcome.

Pre-Registration Entry Fee \$5.00 per vehicle.

We have been told that this entry fee seems too low !

If you agree please plan on 'seeding' your jar (see below) with the balance of what you think is reasonable !

After Sept. 20th entry fee for Drive up registrations will be \$10.00
registration will CLOSE @ 10:30am

Five awards will be given & all pre-registered entrants are guaranteed a dash plaque. They will be available to Day-of-Show entrants while the supply lasts.

The winners will be decided by who collects the most 'votes' (cash donations) in their 'ballot box' (collection jar) which will provided .

MUST BE PRESENT TO RECEIVE AWARD.

It is acceptable, and encouraged, that you solicit 'votes' ahead of the show from friends, relations and neighbors etc.

REMEMBER 100% of the proceeds will be given to charity.

Questions? Call 480-985-2531 or e-mail to azminiowners@gmail.com

-----cut here-----

ARIZONA MINI OWNERS CHARITY CAR SHOW

PLEASE PRINT CLEARLY.

Owners name..... Make & Model of vehicle.....

Address.....City.....

Phone #..... e mail address.....

I agree to hold the Arizona Mini Owners & Mesa Marketplace harmless while traveling to, during and from the show.

Signature.....Date.....

CLASSIFIED ADS:

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.

George M Montgomery editor: georgemonty32@gmail.com.

For sale:

I have a Triumph Windblocker for sale. It's a Moss item. It's in new condition.

I'm asking \$75 for it.

Rick Hartmann

Cell 708-724-5238

ltzatr6@gmail.com



5-23

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



4-23

FOR SALE:

I have 4 American Eagle 8 spoke Aluminum wheels with TR6 Center caps and new lug nuts--I had these special made and drilled to the correct bolt pattern 4x4.5—

Will require 6mm 1/4 inch spacer for proper fit. 15 X 5.5

Asking 500.00 OBO

Walter A Roman 602-501-2040



CLASSIFIED ADS: (cont.)

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

5-23

FOR SALE: After-market fiberglass hardtop for a TR3. WYSIWYG \$20 or best offer.
PETE PETERSON 602-615-3640 carefreebev@gmail.com



10-23

Wanted:

Triumph tr7 5 speed driveshaft
Triumph tr7 5 speed brake drums, one or a pair.
David Faulkner home # 480-656-4366
rottendave@cox.net

CLASSIFIED ADS: (cont.)

FOR SALE: 1975 TR6

The VIN is FM37234 U; the engine # is 37288 and I have a copy of original owner's title, the Selling Dealer's Passport To Service, the TR6 handbook and the Quick Reference Catalogue published in 1985. Absolutely, no rust, always been garaged. The only item added is a passenger door side mirror. Has a 4 speed manual transmission. It has only 24,950 original miles.



The car is all original including the paint except for 5 new tires (originals available if desired) and passenger side mirror. I'm the 2nd owner and bought from my best friend and the original owner. I've decided to sell it and am asking for \$26,000, OBO. The interior and exterior are like new Includes tonneau cover, boot and drives like new.



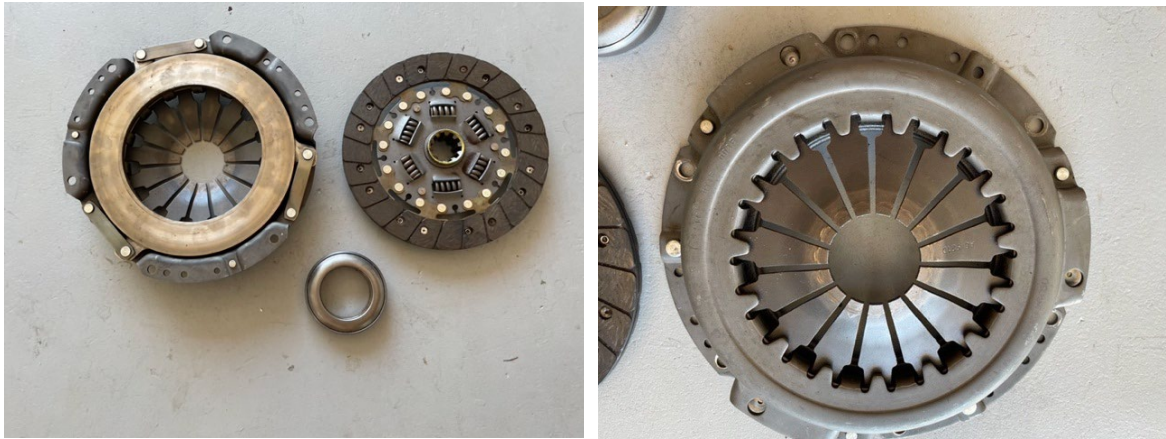
Nelson Leatherwood <nelson.leatherwood@gmail.com>

CLASSIFIED ADS: (cont.)

FOR SALE: Clutch Kit

Clutch kit from Moss comprised entirely of highest quality clutch components for the TR4A, TR250 and TR6, this kit will provide you with both performance and reliability **with a heavier clamping force of 535dn**. It is complete kit , including the Borg & Beck pressure plate, AP uprated clutch disc , long-life release bearing, asking \$150 OBO call 480-838-9767 and leave a message.

Craig Kastoll ckastoll@cox.net



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)

Our Web Master



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

DAVID W. RIDDLE

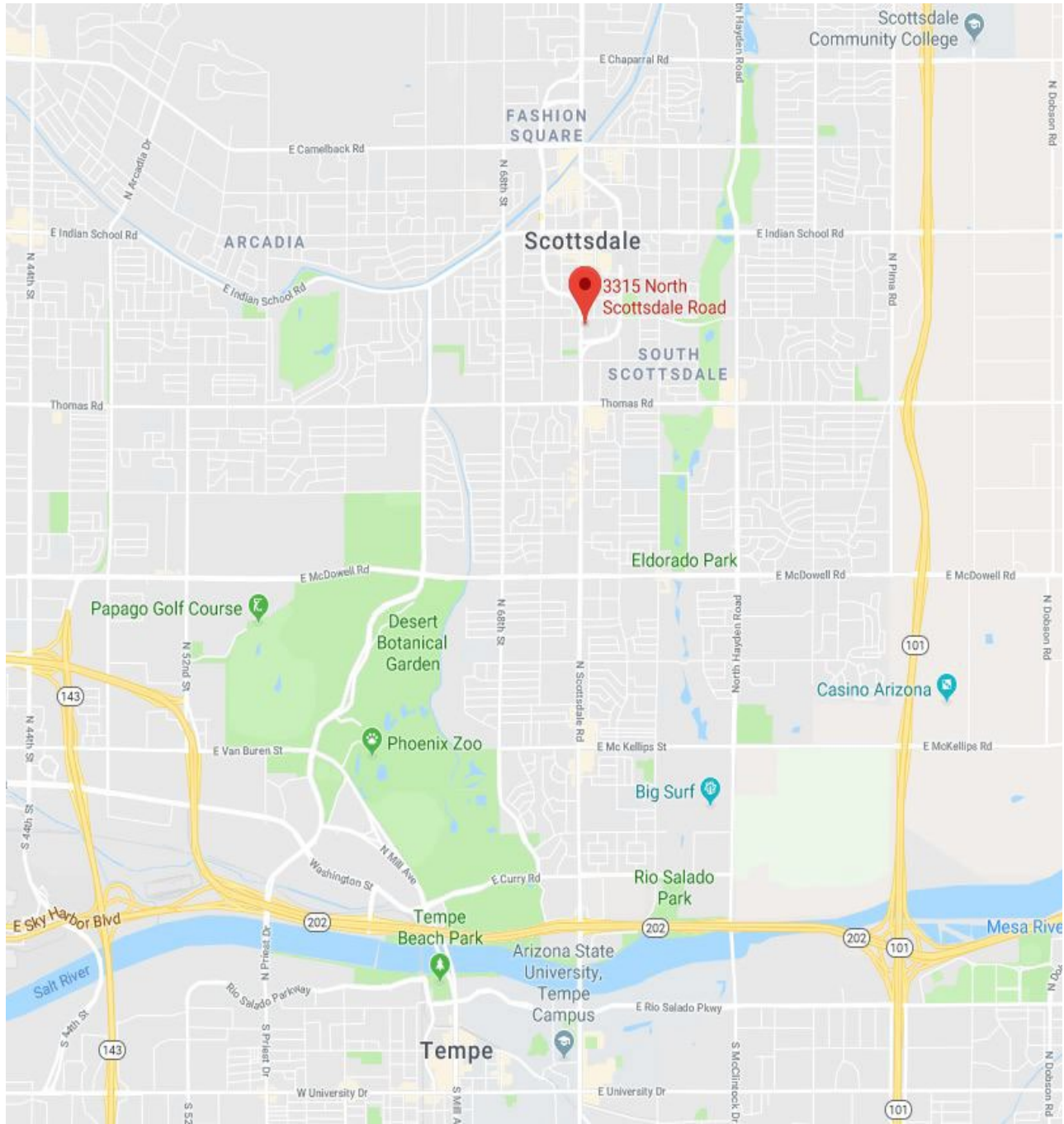
Parts at cost & 20% discount on labor to
DCTRA Members

PO Box 30724
MESA, AZ 85275-0724

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

DCTRA Club Meeting Location:

Note: Regular business meets are held on the second Tuesday of each month at:
Denney's Restaurant
3315 Scottsdale Road; Tempe, AZ





DCTRA MEMBERSHIP APPLICATION

PLEASE PRINT and return completed form with the correct amount of dues to:

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

NEW MEMBER:

RENEWING MEMBER:

MEMBER INFO (please print):

Name(s): _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____

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) Lapel pin (3/4 inch diameter) Licenses plate frame

Membership fee	_____
Name tags @ \$6.00 each	_____
Grille badges @ \$25.00 each	_____
Lapel pins @ \$5.00 each	_____
License plate frame @ \$15 each	_____
Total enclosed	_____

Additional Space for more information:

Websites

Desert Centre-Triumph Register of America
www.dctra.org

Triumph Sports Car Club of San Diego	http://clubs.hemmings.com/sandiegotriumph
Portland Triumph Owners Association	www.portlandtriumph.org
Tyee Triumph Club(Seattle)	www.tyee.triumph.org
British Columbia Triumph Registry	www.3.telus.net/bc_triumph_registry
All British Field Meet (Portland)	www.abfm-pdx.com
Vintage Triumph Register	www.vtr.org AND www.vtr2007.com
Triumph 2000/2500/2.5 Register	www.t2000register.org.uk
Rimmer Bros	www.rimmerbros.co.uk
Stag Owners Club	www.stag.org.uk
TR Sports 6 Club	www.tr-register.co.uk/news.htm
British Auto Works (OR)	www.britishautoworks.com
British Wire Wheel	www.britishwirewheel.com
Save Our Cars	www.saveourcars.org
British Car Forum	www.britishcarforum.com
Triumph Travelers Sports Car Club	www.triumphtravelers.org
Southern California Triumph Owners Assn	www.sctoa.org
British Motor Heritage Group	www.heritage-motor-centre.co.uk
6-Pack –USA Club for TR6/TR250 Owners	www.6-pack.org
Okanagan British Car Club (B.C.)	www.obcc.ca
Vintage Sports Car Club of Calgary (Alberta)	www.vsgcc.ca
Moss Motors	www.mossmotors.com
Small auction and forum	www.britishcarauction.com
Classic Autosport Magazine	www.classicautosport.net
International Spitfire Database	www.members.cox.net/spitlist
British Motor Club of Utah	www.britishmotorclub.org
Columbia Gorge MGA Club (Classic Gorge Rally)	www.columbiagorgemgaclub.com
Victoria British	www.victoriabritish.com
Triumph Register of Southern California	www.socaltriumphs.org
Hill Country Triumph Club	www.hillcountrytriumphclub.org
Tucson British Car Register	www.tucsonbritish.com
Central Coast British Car Club	www.centralcoastbritishcarclub.com
Texas Triumph Register	www.texas-triumphregister.org
Delta Motorsports	www.deltamotorsports.com
C.A.R.S of Phoenix	www.englishbawbsclassics.com