



FEBRUARY
2008



TRIUMPH HERITAGE



Bryan and Aude Volstads 1973 TR 6

A QUARTERLY NEWSLETTER FOR THE TRIUMPH ENTHUSIAST FROM THE
BC TRIUMPH REGISTRY. WEB: WWW.3.TELUS.NET/BC_TRIUMPH_REGISTRY
email: BCTRIUMPH@GMAIL.COM

Meetings are held on the 2nd Wednesday of each month at 7:45 pm at the Eastburn Community Centre, 7435 Edmonds Road, Burnaby, BC

Executive

President	Greg Winterbottom	604-469-1669
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Treasurer	Barrie Puffer	604-931-3391
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TR5/250	Brian Tomlinson	604-574-3341
TR6	Bob McDiarmid	604-539-4636
TR7/8	Ken Martin	604-526-2226
	& Dave Rodger	604-534-8152
GT6	Michael Bayrock	604-824-0074
Spitfire	Dick Frankish	604-535-1944
TR Other	Paul Barlow	604-272-4328

From the editors...

We were again delighted to receive letters from members expressing their views on matters that are important to you and the club. Please keep in mind that if you cannot attend the meetings, this newsletter is an excellent forum to share your thoughts and ideas. We look forward to continued discussions.

Adrian and Trish



Harry the Herald shows his owners Morris and Donna that a little snow isn't going to stop him getting to the top of Burnaby Mountain.....

If you would like to receive an electronic copy of the Newsletter in glorious colour, please send an email to the editors - our email address is: dulden@shaw.ca

TRIUMPH HERITAGE is published four times per year (January, April, July, October) by the BCTR and is distributed to its members as part of their annual dues. If you wish to receive the newsletter on a regular basis you must be a paid-up member. If there is an error in your name or address or your have moved, please let Trish or Adrian know as soon as possible by phone or email to dulden@shaw.ca. We accept no responsibility for errors or omissions. Opinions expressed are those of the authors and do not necessarily reflect those of the BCTR executive or its membership.

President's Message

Happy New Year. 2007 was a very good year for the BCTR. We hit a record high with 108 members, and hosted a very successful ATDI. We had many members step up to accomplish all the duties of the club, and for that I thank all those that helped out in any way.

I hope everyone enjoyed the holiday season, and are making good use of the off season to get ready for the driving season ahead. I have been busy with my TR 250. It started off with rebuilding the original engine, and adding an overdrive transmission. That led to more work in the engine bay, steering, throttle linkage, welding, etc. Obviously I am looking forward to testing all the improvements in the spring.

Hopefully you have all received your 2008 calendar by now, and noticed we made some changes. Paul Barlow has been doing the calendar for the past few years, and getting a great deal on the printing (free!). That all changed this year, and we were scrambling to find someone to takeover the job, and cover the costs involved. Thanks to Jerry Goulet for putting the calendar together, Allan Reich and Denis Thompson for lining up paid advertising (a first for the BCTR), and Jeannette Puffer for finding a printer. I think you should all be pleased with the final result. Thanks also goes out to the 6 businesses that helped cover the costs. While discussing this with Colin from Octagon, he explained some of the difficulties he is having organizing the Whistler run. Things seem to have changed from the days when Whistler went out of their way to encourage off season business. Now besides charging a high rate for displaying our cars, Whistler is also trying to limit the number of cars permitted to 150 or possibly 100.

We had another successful annual banquet on January 12th. Thanks to Robin Webb for organizing, Larry Spouler for the Powerpoint entertainment and all that brought gifts and made the night fun. We presented Paul Barlow with the Member of the Year award. We had lots of possible candidates this year, but this is more like an award for past years. Paul has been ineligible for this award because he has been on the executive for most of his years in the club. Paul has been Treasurer, President, started the Boy's Run and calendar, chaired ATDI, and organized other tours, amongst other duties for the club. Well deserved Paul! It was also nice to see some of our distance members from Birch Bay, Chilliwack, and the Sunshine Coast in attendance. We also had our Collector Car Guru, Nigel Matthews and his wife Yoki join us.

Cheryl and I should be back from our Australia trip by the time this comes out. I tried searching for some Triumph events Down Under, but much to Cheryl's relief, our timing seems to be off. But you never know, we may happen upon some old British iron.

We have had our elections for the year, so it is safe to come to meetings again. It was quite simple, as all of the executive has agreed to stay on for another year. Thanks to all for the efforts in the smooth running of the club. There will still be lots of ways for the rest of you to get involved with the club activities. Please come out, join in, and have some fun.

Greg Winterbottom

Distance Memberships

IF YOU LIVE OUTSIDE THE FOLLOWING BOUNDARIES:

NORTH: MAPLE RIDGE
EAST: ABBOTSFORD
WEST: LIONS BAY
SOUTH: US BORDER

YOUR DUES ARE \$ 25 PER YEAR OR \$ 35 AFTER FEBRUARY

Lower Mainland Memberships

DUES ARE \$35 PER YEAR AND ARE DUE IN JANUARY.
RENEWALS PAID AFTER FEBRUARY 28TH ARE \$ 45.00

SEND TO: BCTR, C/O BOB MCDIARMID,
5017 214A STREET, LANGLEY, BC, CANADA V3A 8K9

The Annual Banquet was held on January 12th in Richmond. The buffet was good as usual. Robin Webb did his magic and all 65 attendees enjoyed a great meal. Larry Spouler again provided an audio/visual display reviewing the ATDI. It seems so long ago. Lots of door prizes were donated by members, many thanks to all of you. It's a great opportunity to meet other club members and their significant others. cheers, Trish



Paul Barlow was chosen as "Member of the Year"



Dianne Maddrell and Linda Spouler were the winners of the 50/50 draw sharing a pot of \$150.00



Paying tribute to Alvis and MGB motorcars.

2008 Vancouver All British Field Meet
(23rd Anniversary)

Saturday, May 17, 2008
(Victoria Day Weekend)

VanDusen Botanical Garden,
37th & Oak Street, Vancouver

Tel: (604) 736-6754 | Fax: (604) 736-6750

Email: jstewart@westerndriver.com
Website: www.westerndriver.com/abfm

Mailing Address:
Box 153, 1896 West Broadway,
Vancouver, BC V6J 1Y9

Some thoughts on Lucas

- The Lucas motto: "Get home before dark."
- Lucas denies having invented darkness. But they still claim "sudden, unexpected darkness."
- Lucas--inventor of the first intermittent wiper.
- Lucas--inventor of the self-dimming headlamp.
- The three-position Lucas switch--DIM, FLICKER and OFF. The other three switch settings--SMOKE, SMOLDER and IGNITE.
- The original anti-theft devices--Lucas Electric products.
- "I've had a Lucas pacemaker for years and have never experienced any prob..."
- If Lucas made guns, wars would not start either.
- Did you hear about the Lucas powered torpedo? It sank.
- It's not true that Lucas, in 1947, tried to get Parliament to repeal Ohm's Law. They withdrew their efforts when they met too much resistance.
- Did you hear the one about the guy that peeked into a Land Rover and asked the owner "How can you tell one switch from another at night, since they all look the same?" "He replied, it doesn't matter which one you use, nothing happens!"
- Back in the '70s Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which didn't suck.
- Quality Assurance phoned and advised the Engineering guy that they had trouble with his design shorting out. So he made the wires longer.
- Why do the English drink warm beer? Lucas makes the refrigerators.
- Alexander Graham Bell invented the Telephone.
Thomas Edison invented the Light Bulb.
Joseph Lucas invented the Short Circuit.
- Recommended procedure before taking on a repair of Lucas equipment: check the position of the stars, kill a chicken and walk three times sunwise around your car chanting: "Oh mighty Prince of Darkness protect your unworthy servant."
- Lucas systems actually uses AC current; it just has a random frequency.

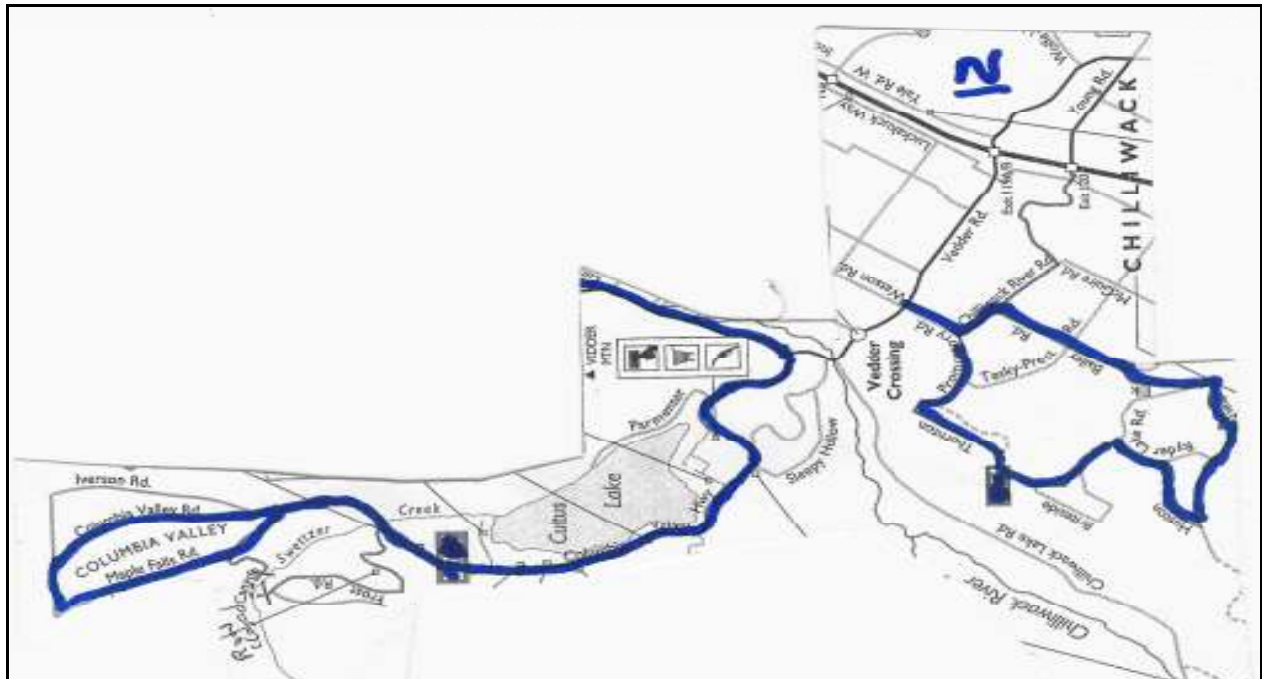
Submitted by Brian Tomlinson
1968 TR 250

Paul Barlow is looking after the Club photo albums. All contributions are appreciated

Destinations Highways.....submitted by Dennis

<i>The Cultus Lake and Ryder Lake Circuits</i>		Dennis Nelson - 2008
	This drive is for sports cars primarily, as it is a long way to go in an Austin 7. These drives are based on BC Destinations Highways, routes DH67 and DH54 (30/30 for twistiness).	
Mile	Directions – please carry a map book with you	Commentary
	The combined drive starts at Campbell Valley Store, which has wash-rooms, snacks, gas, and parking. You leave the parking area, turning right on 8 th Ave. This drive write-up describes Zero Avenue and associated roads as a great route toward Highway 11, and ends with one nice drive and one great drive at Cultus and Ryder Lakes.	Campbell Valley Store is at 176 th St (Pacific Hwy), and 8 th Avenue, just 1 km North of the Pacific border crossing. It is 25 minutes from the Alex Fraser Bridge, South on Hwy 91, and Hwy 99, to the 8 th Avenue (East) exit, and along 8 th to 176 th .
2.0	About 2 miles along 8 th , heading East, you will encounter a hill with some real corners – so leave room between cars so you can work the corners.	Sorry, only a couple of good corners, but with some blind driveways – caution.
6.2	Zero Avenue Route Follow 8 th Ave. until the road ends at 204 th St, where you turn right, then left on 4 th Ave. Where 4 th ends at 216 th St., turn right and then left on 0 Ave. at mile 6.2, about 10 minutes after leaving the store.	0 Ave now has speed humps at all half-intersections, and you will want to slow to 50 km (30 mph) for the humps. And despite what you think, that is the limit.
12.7	The Aldergrove crossing is easy when cars are not lined up for the border. Just curve left on 0 Ave., and at the stop sign you cross the highway, and on the other side the road goes to the right, and then left, getting you back to the border route.	If you see cars backed up at the crossing, take 264 th North to 8 th Ave. (which becomes Huntington), and follow that route East.
18.7	At the end of 0 Ave, the road curves to the left, becoming Townline Road. Follow Townline to Huntington (8 th Ave), where you turn right and drive forever. You are about 28 minutes from the start.	Names change; 8 th Ave >> Huntington>> Vye.
24.2	At about the 37 minute point you should be crossing Highway 11. Just keep going straight East on Vye.	At Hwy 11 one could turn right to go to Sumas, Mt, Baker, Hwy 9, etc. Or left to get to Mission for the Vintage Races.
30.5	At the end of Vye, about 40 minutes into the drive, turn left (the only choice) on Powerhouse.	When you passed Cole Rd. at mile 28, that is the back road to Hougen Park.
31.5	Turn right on Wells Line Road, which soon curves into Inter Provincial Hwy.	
33.3	Now turn right on Campbell Rd. (50 minutes), and as always (almost) follow it until it ends. Curve left on Town Rd. and then turn right on Belrose Rd. which becomes Old Yale Rd., which becomes Majuba Hill Rd. Soon after the stop for the rail tracks, there will be stop for Yarrow Central Rd., where you turn right.	Mileages will be less accurate after this, as I took the long way going, and this route on the return.
44.0	At mile 44, and about 67 minutes into the drive, you are at Cultus Lake Rd. Given the exploration of the Cultus Lake route, and re-designing it, and the cutting off of the bad parts of the Ryder Lake route, time and mileage numbers will become very vague.	You can do the Cultus Lake route first, or second – the only rule is absolutely nothing to drink before the Ryder Lake Circuit.
	Cultus Lake Loop is DH67 , the 67 th best motorcycle road in BC. In 2003 a part of the Destination Hwys route was closed, and it still is in 2007. This revised route is about 16 miles. Follow Cultus Lake Rd. through the townsite, past the overflowing campsites, and along the lake. You are on the Columbia Valley Hwy., and you'll follow that road to the end (at the border). At the end of the road, turn left on Henderson, and drive to Maple Falls Rd., which you will follow back to where it becomes Kossikar, which gets you back to Columbia Valley Rd., where you turn right, and drive past the lake on your return to the metropolis of Vedder Crossing. Some parts of this road are unoccupied, and others are full of campers, but on the whole it is a nice drive in the forest.	Near the start of the road (2.8 miles from Vedder Mountain Road), on the left side of the road, you will find Cultus Lake Pub, which seats about 50 (Fish and Chips are \$9). There is supposed to be a Wrangler Pub in this area also.

<p style="text-align: center;">Ryder Lake Circuit is DH 54</p> <p>Either before driving the Cultus route, or after, from the intersection of Cultus Lake Road and Vedder Mountain Road, proceed East, or if you are coming straight from the West, keep driving and curve to the left, with the road.</p> <p>If you are coming from the Cultus Lake route, turn right at the North end of Cultus Lake Road, onto Vedder Road.</p>	<p>As you enter the metropolis of Vedder Crossing, there is a Jolly Miller Pub on the West side of the road, which seats about 50 people, and where Fish and Chips is \$10.</p> <p>Destinations Hwys has this drive start at Young and Luckakuck Way – too much city traffic in the way, for the weakest part of the route.</p>
<p>Follow Vedder Road North to Promontory, where you will turn right at the lights and drive a few blocks then turn left on Chilliwack River Road. In a block or so you will turn right on Bailey Road, and now you are ‘on the road’, and now if you have the book, you can follow their instructions. This drive is about 12 miles, and 30 minutes.</p> <p>Bailey curves left a little, and then splits – and you take the right split, essentially continuing in the direction Bailey was going, and the road becomes Elk View Road. Stay on this road and hang on. There are a lot of tight, and blind corners, going uphill, and downhill.</p> <p>If you see a sign for Ryder Lake Road, do not turn. You never turn onto this road, and you occasionally drive on it unknowingly.</p> <p>After you have passed 2 turns for Ryder Lake Road that you did not use, turn right at Huston Road. Follow Huston, and where you see a right turn to Ryder, turn left. You will be on Ryder, and you will turn left at Extrom (see note in sidebar). Follow Extrom, and it will become Greenhill, then you turn right on Extrom, and quickly left on Thornton Road. You know the drive is over when you see the subdivision on Thornton. Go straight down the hill, and turn left onto Promontory and return to Vedder Rd. Turn left to go to Cultus or backroads, or right to go to the freeway.</p>	<p>Rules of the Ryder Lake Circuit:</p> <ol style="list-style-type: none"> 1. have good insurance 2. absolutely no alcohol in your blood-stream. 3. you need excellent brakes 4. you need good tires 5. you might not want a passenger, as you will want to drive too fast on this 30 mph road. <p>This road is one of 10 roads rated 30/30 for twistiness, and is the 54th best road in the Province.</p> <p>Note: at Extrom you might <u>really</u> want to stay on Ryder and complete the circle before returning to Vedder. And if you haven’t disturbed too many residents, you might want to do another circuit, just for more fun.</p> <p>As you can see from the rough map below, there are very few other roads in the area, so don’t worry about wrong-turn decisions, as they can be corrected quickly.</p>



BCTR Meeting Minute

October 10, 2007

Meeting called to order: 8:00 pm

There were 24 members who attended this meeting, 6 drove their TR's.

1. President's Opening Remarks

Greg welcomed all members and briefly described the executive meeting which preceded the regular meeting. The Executive meeting reviewed the club's budget.

2. Secretary's Report – Minutes and Correspondence

The minutes were circulated and accepted for the September. Michael was not present and there was no new correspondence.

3. Barrie Puffer informed the meeting that we are in the black. There was a discussion of the cost of our TR calendar and it was estimated that we will need 120 copies. We will be getting other quotes and may have ads from suppliers. Allan offered to help with this task.

There was a brief discussion about donations to charities. There was a vote to give \$200 to each of the following: Habitat for Humanity, Richmond Food Bank, & Champs.

4. Membership Report

Bob reported that there are 107 paid members

5. Editors Report

The editors need articles by October 20. Jerry will do an email request. Some articles could be from ADTI, Vinegar car collection, Bellevue, Portland, Whistler run, Olde English Car rally, Hogan Park etc. Also there was a request for photographs.

6. Events Committee Report

Past Events

Olde English Challenge, Robin and John organized this event and Jeanette provided goodies. The weather was poor and it was suggested that we try to have this event in the summer months.

The pub night had 14 people attend in Coquitlam.

Future

Cruise for Kids will be November 4 starting in Surrey. Ladner-Bellingham run will also be on this day.

Boxing Day run starts at the Aquarium in Stanley Park.

Fall Colours will be October 20 weather permitting; if not October 27 and all will meet in Blaine.

Annual banquet will be January 12 at Tub Boat Annie's. There was a request for door prizes.

Next Pub night will be at Jimmy Max (200 & 96 Ave).

7. Miscellaneous/Technical

KMS tools has given the club membership status.

Allan has a garage and hoist which he has generously offered to club members.

Bob needs info about TR6 seats; John has a TR6 seat.

Robin got a new steering wheel which does not fit his TR8.

David spoke about the need to clean the windshield wiper motor and also the speedometer cable.

Robin asked about wiper blades; wipe with ammonia windshield cleaner.

The club is considering new decals etc.

Meeting adjourned; Next meeting November 14th.

I am looking for issues of the Triumph Heritage for May 1997, January 1998 and July 2000. I'm happy to copy and return your originals.

Please contact me if you can help 604 274 6722Adrian

BCTR Meeting Minute

November 14, 2007

Meeting called to order: 8:02 pm

There were 26 members who attended this meeting.

1. President's Opening Remarks

Greg indicated that Nigel Mathews may be attending a future meeting; he always provides interesting pictures and discussion about collector cars. The club's calendar is considered a valuable tool and we are considering different formats and obtaining the appropriate quotes. Ads may be included in the calendar.

2. Secretary's Report

The October minutes were circulated and accepted. Michael Bay rock presented the correspondence. There were numerous parts and autos for sale which have been added to our website. Information about up coming Pub nights, TR4 doors, Spitfire appraisers, editor requests for articles and requests for links to our website were addressed by Michael.

3. Treasurer's Report

Barrie Puffer reported on our donations totaling \$600, reserve for ADTI and bank balance.

4. Membership Report

Bob stated that we have 108 members. Apparently, the window stickers are in the works.

5. Editor's Report

The Newsletter was distributed at this meeting. Again, it was an excellent edition and the editors indicated that they need more articles and photographs. An email version will be sent this evening.

6. Events Committee Report

Past Events

Harry thanks all members who went on the fall colours drive.

Ladner-Bellingham run had 26 cars (2 TR); there was difficulty crossing the US border.

The trophy from the Olde English challenge was presented; again thank you to Michael Bayrock for providing info for the rally. The Pub night at Jimmy Max was well attended.

Future Events

There may be "anything but triumph" rally in February 2008. Pub night November 28 at Frankie G.

Annual banquet will be January 12 at Tub Boat Annie's. The cost will be approximately \$35 per person. This is the same price and menu as last year. Good work Robin. Also, Robin requested all cheques payable to BCTR prior to the end of December. The vote was no to music.

Boxing day Drive from Planetarium.

Kart racing indoors will be scheduled in the New Year possible on a "pub night".

7. Miscellaneous/Technical

Larry is looking after the lapel pins. Grill badges may not be that popular, so a request forms will be sent out in the next Newsletter. Michael will put apparel for the club on the website. Linda & Larry will select some items for the website.

Discounts for Rimmer Brothers will run to the end of the month.

Wix oil filter information may be obtained by contacting NAPA.

Rocker shafts on TR6 should be replaced, for they get minimum oil.

Meeting adjourned; Next meeting December 12th

Nigel Matthews

Manager of Specialty Vehicles

Collector & Vintage

Tel (604) 982-4718

Cell (604) 313-8274

E-mail Nigel.Matthews@icbc.com

THE SENILITY PRAYER

Grant me the senility to forget the people I never liked anyway, the good fortune to run into the ones I do, and the eyesight to tell the difference.

BCTR Meeting Minute

December 12, 2007

Meeting called to order: 8:03 pm

There were 31 members and one guest who attended this meeting.

1. President's Opening Remarks

Greg introduced Nigel Matthews was the guest speaker for this meeting. There is a TR6 for sale which will be added to our web site. Western Drive had an article about our ADTI. Allen got 6 sponsors for the calendar which will hopefully be distributed at our next meeting by Jerry. Nomination for the executive is requested by next meeting.

Nigel's power point presentation of car events was excellent. He showed very unique cars and some interesting history of many of these vehicles. He spoke about collector cars and some very recent vehicles. Again, this was a superb presentation which took up most of our time at this meeting.

2. Secretary's Report – Minutes and Correspondence

The minutes of the November 2007 meeting were circulated and accepted. There was no correspondence to discuss.

3. Treasurer's Report

Barrie Puffer reported that we are in the black.

4. Membership Report

Bob stated that we have 18 paid members; numerous members signed up later in the evening.

5. Editor's Report

The editors requested articles for the next Newsletter. Also, letters to the editor are acceptable.

6. Events Committee Report

Allen indicated that there are not many events at this time of year.

Banquet will have the same menu at last year; payment is requested by December 31. Donations for this event were requested.

The Vintage Car Club of Canada will have a Boxing Day drive. Also, "anything but Triumph" will tentatively be held in February.

7. Miscellaneous/Technical

Larry will be ordering the pin (dark blue selected); also the grill badges will be ordered and window stickers have been selected.

Bob has the NAPA cards; also has Lordco cards.

2009 VTR rally wants our club to participate

TR3 and TR6 are on CD.

Meeting adjourned; Next meeting January 8, 2007

Marketplace

1970 Triumph TR6 for Sale

1970 TR6, Collectors Plates, 3rd Owner Low Mileage, All Original Parts Rare Colour (Jasmine Yellow) always garaged. Asking \$12,500.00 See photo on BCTR website

Call: 604-617-0711 or email bsisme@shaw.ca January 2008

1980 Triumph TR7 for Sale

1980 Triumph TR7 2.2 Lt engine, red in color, original color was blue. Asking price \$3,500. Reason for selling, I just don't have time to dedicate to the continued ownership, I will be happy to provide more photos and any more information needed. See photo on BCTR website

Please forward any inquires to Randy3@telus.net. January 2008

Marketplace.....continued

Triumph Spitfire Parts for Sale

- 1968 Mk3 engine hood assembly including grille, lamps and hinges. Repainted with no bondo patches but a few slight rust bubbles. Asking \$700.00.

-One Laycock overdrive D type \$600.00.

-Solid 1500 door assemblies \$400.00 each.

-Chrome front and rear bumpers \$100.00 each.

-Mk 2 and Mk 3 Chrome rear corner bumpers \$75 each.

-Chrome & rubber bumper guards \$50.00 each.

-Radiators, fuel tanks, luggage racks, windshields \$100.00 each

-Tonneau covers \$200.00, Convertible top boots \$100.00 each

Contact Dick 604.535.1944 or email rbspitfire@shaw.ca January 2008

TR3 Wire Wheels for Sale

4 - 60 spoke wire wheels, painted, almost new, on Michelin tires with 90% tread left on them. Asking \$900 obo. **Contact Morris 778-52-2459** January 2008

Triumph Spitfire Seat Foams for Free

One pair of new seat foams (backs only) for a Spitfire, free to anyone who needs them.

Contact Vic via email vcastleton@shaw.ca January 2008

Triumph TR6 Timing Cover Wanted

I am in need of a timing cover for my TR6.

Contact Vic via email vcastleton@shaw.ca January 2008

Trish & Adrian

Just in case some members wonder why Dick Frankish is listed as the Technical Spitfire Rep, when he never shows up at either meetings or club functions, I would like to assure them that, although I will be 90 on March 22nd, I am still able and more than willing to share my know-how and even my stock of spare parts with Spitfire enthusiasts from near and far. I acquired my expertise while completing frame-off restorations of five Spitfires since 1991 and by disassembling at least 35 cars to acquire the prime parts needed for those projects. Nine of those part's cars were donated to me by former owners, who eventually abandoned thoughts of restoring them but discovered that I was a dedicated Spitfire recycler thus their serviceable parts would allow other people's Spits to keep running. I used many of those items to make six cars roadworthy again, then let want-to-be owners have them, at very reasonable prices, then assisted them to upgrade their vehicles as time and money became available. Now that my ads find their way onto the internet I have received requests for unavailable parts from as far east as Nova Scotia and New Jersey also from Japan and New Zealand. Although I have a large stock of surplus parts I couldn't resist acquiring and disassembling a 68 Mk3, during October, so that I could oblige a customer with a Spitfire body to put on his GT6. That dismantle took 53 hours. A week after it was reduced to a rolling chassis, another email on a Sunday morning offered me a 1970 Mk3 for \$300.00 if he could deliver it after lunch. I gambled and got a door sagging rust bucket but it had a convertible top boot for my 67 Mk2, worth at least \$200.00, which I had never been able to find. After another three weeks of work outside on nice days the body is gutted and the engine is ready to be plucked out as soon as someone comes to hear it run and buys it. After that I'll pile all my worthless parts into the body and phone a scrap metal hauler. That 1970 is the 45th Spitfire which I have owned. I suspect that is possibly a world record!

Cheers

Dick Frankish November 29, 2007.

Letters to the editors....

December 12, 2007

As we come to the end of another "Triumphant" year, maybe it's time to reflect on how the club is doing after more than 20 years of existence.

I was not a member at the beginning of the club, in fact I became a member about halfway through the 20 years. I'm sure that like most things, the BCTR started in a very modest way, with Ken Martin at the helm along with several enthusiastic members. I seem to recall there being around 40 to 50 members when I joined and there has been steady growth to more than 100 members today. This is no small feat and shows that something is being "done right" as they say.

It is difficult to be all things to all people. I believe that every opportunity is given to all members to voice an opinion on a full range of subjects that are brought up from time to time. This makes for a healthy environment and a happy membership. We are always looking for new ideas for events such as the "Boys Run" introduced by Paul Barlow a few years ago and the "Fall Colours Run" brought in by Harry Sharp. These runs are really looked forward to by the members who take part.

I read Ken Martin's "For what it's worth" letter on page 19 of the November 2007 issue of the Triumph Heritage with real interest. I fully agree with every word Ken says in points 2 and 3. However, I would like to put another point of view forward regarding ATDI's.

While I agree that to drive to a venue quite a way out of town sounds okay, we have to remember that no many of the town locations can provide facilities for up to 200 people, half of which are wives or girlfriends. It is my belief that while the guys are happy to remain with their cars for up to 6 hours or so, most of the ladies are not. It therefore becomes important to find alternative recreation or distractions for this very important section of our membership. Also we should remember it may be very difficult to organise the event if we don't have members living in the area of the ATDI site prepared to put in the time and effort to make things run smoothly.

I would like to thank Ken for all his efforts and thoughts....he's right. We should debate these issues thoroughly and get a consensus of opinion.

A drive and get together I would like to see happen in the summer of 2008 is an event in the Chilliwack area so our Fraser Valley members can be involved. This could be in the style of a barbeque with every effort made to get as many Triumph cars together in one place. Can we ask any members in the Chilliwack area if they might be interested in doing a little groundwork? That would be something to look forward to and give a lot of us a reasonable drive. Especially if a short run around local roads was planned before the barbeque.

I would like to wish all my very good friends in the BCTR a very Happy New Year !

Robin Webb
1981 TR 8

For What It's Worth Response.

I also have been a member for a long time and can remember our first A.T.D.I. event. We have come along way from that first event, both as a club and a host of A.T.D.I. As Ken mentions A.T.D.I. is an event where Triumph owners get to drive to an event. The B.C.T.R. club has hosted this event with great success, but our events have always taken place mainly in the lower mainland. The next A.T.D.I. for us will be in 2010, so we have the time to look for a location where we can enjoy the drive as part of this event

There are some geographic obstacles here in B.C.: the mountains and of course the ferries to name a couple, but we can do it. I would like to put a couple of locations for members to think about. There is Peachland for the car show with Kelowna or Penticton as hotel sites. Also we have the Whistler area, a great possibility in 2010 after the winter Olympics.

Our US neighbours have taken their A.T.D.I. to many locations, and we should also do the same. I have enjoyed all the A.T.D.I. events, some locations have not been the greatest, but the drives to the events have always been great. You get to travel with friends and see many parts of Oregon and Washington that you may never have seen. So in 2010 lets do a Triumph Drive In.

As to Ken's suggestion, I have to agree with having separate classes for TR7 and TR8, as we now get quite a few cars out and it would make it a little fair to some TR7 owners, even if some have conversions. The Stags should also get a class on their own.

With regard to thanking organizers of any event, you have to be so careful not to miss people, maybe we should just say a general thank you to all involved in the event.

Denis Thompson
Sprint

RESPONSE TO "FOR WHAT IT IS WORTH"

1. This has been discussed many times. Moving it out of the Lower Mainland complicates the organizing immensely. It means many trips for the organizers to check out the venue etc, and the transportation of all the gear needed. It also adds to the travel time for the Portland group, which is already putting in a good days drive to get here. Moving it much further could make it a two day trip. As for our members, we drive two out of the three years, and our distance members are driving to ours as well. The Island would be a great venue, but the ferry in peak season adds expense and uncertainty to the event.

2. I agree with you on the classes. I was involved in the organizing, and I missed that the sevens and eights weren't split. At an ABFM all the Triumphs won't get their own class, but at a Triumph only event they should. That said, we don't have enough entrants in some classed to warrant that. I don't see having three trophies, and judging for a single entrant. That is why we addressed this at the wrap up, and decided to have a separate class for any group that had 3 or more entrants by a certain period before the event. This would be posted prominently on the web to encourage early registration.

3. This is a difficult one. No one should be left out of a thank you, but at the expense of not thanking anyone, this may inadvertently happen from time to time.

4. Making money should never be the main focus of ATDI. However, the club cannot afford to lose money on the event. It has been our best and easiest way to raise some funds that carries the club in the off years. It has also been nice to give over \$2100.00 to charities from the last 2 ATDIs. I think we should continue to strive to make the event affordable, and good value. Our now high dollar will make that harder, but even more important. Getting people together, and being good hosts is our goal.

We will have time to discuss this lots more in the next year. It should be interesting!

Greg Winterbottom

In Response to "For What It's Worth"

As in any volunteer organization we continually rely on people stepping forward to hold positions on the executive as well as organize a lot of different events. I commend all those who volunteered. Your contributions went a long way in making the 2007 ATDI a great success.

Regarding the previously published letter;

1) "Not a long Drive for those situated in the Lower Mainland". Over two years prior to the 2007 ATDI event, the members attending the monthly meetings would table various site locations on where to hold the event. Whistler, Vancouver Island, and a great many other lovely spots were mentioned, however no one came forward to organize the event. The fact is that where ever you plan to hold the event, the organizer is going to have to spend many, many, many hours at the site to prepare all the permits, paper work, venue location, various liaisons and meetings with hotels, catering, other associated businesses and city bureaucrats. Consideration has to be given to try to minimize the long driving distances experienced by visiting out of country or province car club members. We want to encourage their attendance. It is also very important to keep the ladies in mind and that they have other options available to enjoy while the cars are on display. When I volunteered, it was stated up front that I would look at selecting a venue close to home. At every monthly meeting a progress report was given and input requested from all those attending to help shape this event and continue it in a very positive direction.

2) Selecting car groupings is a difficult task. The committee consulted and reviewed groupings in many other events as well as our Club's previous selection history. This topic was discussed many times at the monthly meetings and the final car classification groupings were reached by consensus. A request for a new Herald class was recorded, (bravo to Trish) however, there was never any motion tabled to separate the 7's and 8's. It is impossible to know how many cars of each grouping will attend at any one year or event. Habitually, attendees do not register far enough in advance to allow the time it takes in creating the groupings to make the awards. We do our best with what we have planned and adapt the best we can for the event. We value the feedback provided during the event and rest assured that it has been recorded and will be passed along to the 2010 ATDI planning committee for their consideration. It should also be noted that our cars are again experiencing special interest and more and more of them are beginning to re-emerge out of mothballs. The 3, 3A and 6 owners have always had to compete in high attendance classifications. Those of us who have in the past faced fewer numbers may have to start getting use to the idea that the competition is growing.

3) Again we are all just volunteers, we make mistakes, and it is unfortunate that one particular company was not recognized along with the other sponsors. We have since apologized and let them know it was an unfortunate error on our part. However had a simple word been mentioned to me during the event I would have rectified the problem with a quick announcement of thanks. As it was, I received notification of my omission after guests had already left and was upset that someone was forgotten. I notified our President to please make contact and express our sincere apologies and thank them for their support. I am truly sorry.

4) Two years prior to the event I secured the room rates with the host hotel. In 2007 RiverRock supplied suites for the same rate as a regular room provided by any of the local Richmond hotel chains. The Delta Airport Inn and the Best Western Richmond Inn offered a standard single room for \$159 per night (same rate as RiverRock) which did not include a parking fee of \$10 per night per car. The dinner cost per person was the same or more at both these other locations. The dinner cost was deferred through registration cost and for every second dinner ordered, a \$5 loss was incurred. In establishing the budget for events like this we operate on a very tight margin. In fact, we kept the prices the same, if not lower, than the event held here 3 years ago.

The aim of holding an ATDI event is to offer attendees a good experience, a chance to meet other people who share the same interests with our cars, and to proudly place them on display where the public can view them. I believe all those involved did a fabulous job and accomplished this goal and should be proud of their input, time and enthusiasm given in making the 2007 ATDI one of the best. The Club will continue to call for volunteers for many upcoming events and yes the 2010 ATDI lurks in the not too distant future.

Let's do it again in 2010

Larry Spouler
Chair 2007 ATDI BCTR
TR4A

Date	Event	Location
February 23	World of Wheels	Tradex Centre, Abbotsford
February 24	Don't bring your Triumph Rallye	To be advised
February 27	Pub night	To be advised
March 12	BCTR Monthly Meeting	Eastburn Community Centre, 7435 Edmonds Rd, Burnaby, BC
March 16	Pat O'Brien Rallye	Mini Club—Revs Bowling, Holdum and Lougheed, Burnaby
March 23	VCC Easter Parade	Vintage Car Club—Vancouver, Sardis, Kamloops
March 23	The Hyack Antique Car Easter Parade	Westminster Quay, New Westminster
March 26	Pub night	To be advised
April 4/5/6	Swap Meet	Portland, Oregon
April 9	BCTR Monthly Meeting	Eastburn Community Centre, 7435 Edmonds Rd, Burnaby, BC
April 20	St Georges Day British Car Show	Fort Langley Community Hall
April 26	La Conner Tulip Daffodil Rallye	Starts Cascade Mall, I-5, Exit 230
April 26	Okanagan Swap Meet	Penticton Curling Club, Penticton
April 30	Pub night	To be advised
May 4	Comox Valley Swap Meet & show n shine	Comox Valley Sports Centre
May 14	BCTR Monthly Meeting	Eastburn Community Centre, 7435 Edmonds Rd, Burnaby, BC
May 16	ABFM Noggin 'n natter	Abercorn Inn, Bridgeport Road, Richmond
May 17	23rd Annual All British Field Meet	Van Dusen Gardens, 37th and Oak, Vancouver
May 17	Post ABFM Barbeque	To be advised
May 23/24	Coastal Swap Meet	Tradex Centre, Abbotsford
May 24/25	Run to the Gorge	Starts Jaguar of Tacoma, Fife, Washington (off the I-5)
May 28	Pub Night	To be advised
May 25	Lions Sockeye Run Richmond	Steveston Community Centre, Richmond
June 6/7/8	Boys Run	To be advised
June 11	BCTR Monthly Meeting	Eastburn Community Centre, 7435 Edmonds Rd, Burnaby, BC
June 14	KMS Tools Show and Shine	Coquitlam
July 12/13	Royal City Show and Shine	New Westminster
July 13	Minter Gardens Classic Car Show	Rosedale (near Chillilwack)

All dates are subject to change. The information has been gathered from outside sources and we take no responsibility for errors

A chilly north wind blows as the prices in Arizona plummet!
by Nigel Matthews

The weather in Scottsdale for the 2008 Auctions was unseasonably cold, dipping to zero degrees at night, but at least there was not a drop of rain. Barrett-Jackson accumulated a diverse group of cars this year to try and combat the inevitable drop in prices due to the sub-prime mortgage crisis in the US. The overall decrease this year between the big four auctions amounted to a 15% drop in sales. Last year you could not move for Mopar products and they received a lot of stage time. It dawned on me that Chrysler was Craig Jackson's major sponsor. This year there was a huge abundance of Ford products, yes you guessed it Ford was the major sponsor! Do you think next year could be GM's turn?



There were not that many Triumph's offered for sale this year. Barret-Jackson sold a red 1958 TR3 for \$23,500 (all prices in US dollars, and include the buyer premium) and a 1974 TR6 for \$15,900. The big seller of the week was at the Gooding & Co auction; David Gooding hosted his inaugural Scottsdale auction and was very pleased with the outcome, proving that there is always room for one more auction! In 2002 there were only 35 world class auctions, in 2007 there were 132. Gooding sold two Triumph's also, a stunning nut and bolt restoration 1972 TR6 for \$24,200 and I suspect a record breaking sale of a gleaming, straight as an arrow black 1963 TR4 Surrey Top for \$44,000.



Silver's auction wrapped up the week. Mitch Silver's event is situated at the Fort McDowell Casino in the foothills of the mountains. There was only one Triumph on the list; it was a very tired 1979 TR7 roadster selling for \$2,916. Most of us had to return home and get back to work! But some remained to take in the Kruse auction the following weekend. There was one Triumph offered at this auction, it turned out to be a no-sale, reaching a high bid of \$24,000. My conclusion is that you might as well stay at home if you are going to sell a Triumph TR6, you will get as much for a nice one right here in BC, and not have to incur the \$4,000 in expenses to head south, pay auction fees, stay in a hotel, and eat in the hope of coming home with an empty trailer and a full wallet!