



TRIUMPH HERITAGE

September 2011



Boys Run 2011

A QUARTERLY MAGAZINE FOR THE TRIUMPH ENTHUSIAST FROM THE
BC TRIUMPH REGISTRY. WEB: www.bctriumphregistry.com
email: BCTRIUMPH@GMAIL.COM

Executive

President	Allan Reich	604-733-5826
Vice President	Robert Strath	604-522-1969
Secretary	Ken Bemister	604-929-5724
Treasurer	Barrie Puffer	604-931-3391
Membership	Bob McDiarmid	604-539-4636

Co-ordinators

Events	Kim Stephens	604-572-4010
Registrar	Bob McDiarmid	604-539-4636
Regalia	Linda Spouler	604-272-7250
Editors	Trish and Adrian	
Website	Allan Reich	604-733-5826
VTR Liaison	Allan Reich	604-733-5826

Technical Reps

TR2/3/3A/B	Bryan Wicks	604-512-7879
TR4/4A	Jay Walter	604-985-9792
TR5/250	Brian Thomlinson	604-574-3341
TR6	Bob McDiarmid	604-539-4636
TR7/8	Dave Rodger	604-488-4249
GT6	Michael Bayrock	604-824-0074
Spitfire	Barrie Puffer	604-931-3391
Triumph Other	Paul Barlow	604-295-2365



Mark Erickson

Specialty Vehicle Underwriter
Collector Vehicle Program



icbc.com

mark.erickson@icbc.com

BC RAIL BUILDING STE 406
221 West Esplanade
North Vancouver BC V7M 3J3

direct 604-982-6424
tel 604-982-4718
cell 604-315-4279

From the Editors

What a great summer it turned out to be if a bit late starting. First of all, thank you so much to everyone who contributed to this edition. John Hunt, Jerry Goulet, Allan Reich, Paul Barlow, Ken Martin, Cheryl Winterbottom and Larry and Linda Spouler gave us great articles. Dan Brien, Allan, Kay Warcup, Dennis Nelson, Jerry and the Spoulers supplied all the photographs. We have so many pictures we're just not able to show everyone's, but we will publish some in the next edition which is traditionally light.

Personally I have to thank Paul Barlow for the gift of a Standard Motor thermos that he received with his Vitesse from Switzerland. I remarked to him at the ABFM it would be a perfect match for my car and I was delighted and surprised when he presented it to me at the July meeting, saying "happy birthday" - and it was my birthday that evening. (Trish)

The ATDI in Cle Elum was great fun and we hope to see more members join us next year when the event takes place in Forest Grove, Oregon.

Cheers, Trish and Adrian

TRIUMPH HERITAGE is published four times per year (March, June, September and December) by the BCTR and is distributed to its members as part of their annual dues. If you wish to receive the magazine 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 know as soon as possible by email to dulden@telus.net. 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

A few changes for me .. In June I sold my TR3A and in July bought a more modern Triumph, a TR6 .. a little easier on my neck and back. It even has roll-up windows! Though I did have a great last run with the TR3A on the Boys' Run, where it performed marvelously!

After a slow, cold start, the Summer show season got going and we had a nice long run of hot weather. The Boys' Run was a great success .. complete with a minor breakdown, great drives, great food, and a little dust and mosquitos. Members of the club had a great showing and success at the Cle Elum ATDI and the Bellevue ABFM.

Many thanks to all the members who put together the 2nd Annual Barbecue/Meeting at Queen's Park on August 10th. It was a great turnout and everyone seemed to have a good time. Thanks also to Trish and Adrian who welcomed us to their home for a barbeque and "garage-mahal" tour on the Labour Day Weekend.

Sounds like all we do is few runs and shows, then lots of eating and socializing. But that is what this club is all about .. sharing our interest in old British cars, with friendly people who like to get out and drive, then meet afterwards for the camaraderie with friends. We are now up to about 107 members, with new people joining every month. Don't forget to corner anyone you meet with a Triumph and tell them about our great club.

There is still lots of Summer and Indian Summer left to enjoy our cars before the rain and cold re-appears! Have a great Fall !

Allan Reich

1975 TR6



Queens Park - August meeting

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 DECEMBER 31st.

***** Change in Dues Renewals *****

Lower Mainland Memberships

MEMBER DUES ARE \$35 PER YEAR AND ARE DUE ON DECEMBER 31st. RENEWALS PAID AFTER DECEMBER 31st ARE \$ 45.00

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

Family Memberships Family memberships are \$15 extra for households that have two continuously active members. The second member is entitled to vote at all regular BCTR meetings, however there will be only one printed newsletter and calendar issued per family.

The Tale of a Green TR8

Once upon a time there was this bright green Triumph TR8. In the car's thirty one years it had never seen another TR8 of the same colour. It thought it was the only one ever built. It thought that its colour was so different that no one else in the world liked it. The poor TR8 was very sad. It had lots of brothers and sisters but they were all gold or silver or dark green. No one seemed to like the bright green car. Did I mention that the poor TR8 was very sad? It travelled all over Western Canada and the Western United States looking for its twin but never found it. This very sad bright green Triumph TR8 had just about given up hope.

Then one dark and rainy day in May there was a gathering of British cars and all of a sudden it spotted another bright green car. Could it be? The TR8 gave its headlights a shake. Yes, it was. It was another bright green TR8. Not a TR7 but a TR8. It had a yellow stripe on its sides but that didn't matter. It was his twin. It seems that "yellow stripe" drove across Canada looking for its twin instead of heading south. It was a great day for both bright green TR8s. To add to this perfect day the bright green TR8 won first place in its class. The sadness has lifted and all is well.

To bring some reality into this story the other green TR8 is owned by Doug Long of Kelowna. We both bought our cars new thirty one years ago and this is the first time the two cars been together. It's hard to believe that with all the events that both of us have been to in thirty one years the cars have never met.

Ken Martin
Member #1
Owner of a very happy bright green TR8



Here are photos of Jim and Lea McRae who are past members with a TR3. They moved to Costa Rica but were in Seattle visiting their daughter and stopped by the ATDI at Cle Elum to visit with the BCTR members, who were, unfortunately out on a 230 mile drive. They passed on a hello to everyone....Greg Winterbottom.



Welcome Our New Members !

Benoit Sonrel - 1978 Spitfire 1500

Eugene and Dianne Marcotte - 1959 TR3A

John and Wendy Heathcote - 1957 TR3, 1974 Spitfire, 1972 TR6

Thanks to Bob McDiarmid—Membership Co-ordinator

To Paul from New Zealand



Pauls TR250 on the Rimmer site

Hi Paul, hope you don't mind getting a stange email from down under. I'm on Rimmer Bros email list and saw your car featured as a screen-saver. So with a little time on the net I tracked you down. Firstly my name is Steve Brettell and I'm a long time member of New Zealand TR Register, secondly I have a BRG coloured TR250 which is a twin to yours, apart from the TR250 bonnet stripe (I decided against putting on when car was restored). I have enclosed a few photos. (ed: space limits the pictures) There are about 8-10 known 250s in NZ, Six are fairly active and spread between our two Islands.

Car History: arrived from USA to NZ then went to Sydney Australia and was dismantled, all parts including a TR5 (also in bits) were then brought back into NZ as a container load of parts. Our resident TR guru bought the lot for restoration. I got the 250, Ken Pfeffer kept the TR5 (restoration finished last year, he won TR Club peoples choice of Best Car). Restoration of TR250 finished in 2006 when it won numerous awards.

Changes: LHD to RHD with dash to suit, Rimmers and Moss Bros UK supplied most conversion parts. Carbs changed from Strombergs to 1 3/4 SU's using an inlet manifold setup off a 1970's Triumph 2500S saloon car. The head also changed, from a 2500PI same as used on all export model TR6's. Our TR6's were all Petrol Injection models. The exhaust manifold also from a TR6 using the twin outlets exiting to standard TR250 rear muffler. Electric fan and electronic ignition basically round off major changes. OD box was upgraded as was front suspension, again using TR5 parts and on polyurthane bushes front and rear.

My wife and I have travelled thousands of mile from one end of country to the other, Our national TR get together for 2012 is in Christchurch, even the devasating earthquakes they have suffered won't stop dedicated TR owners getting together (generally around 55-60 cars). Previous Triumphs I've had range from 1971 Mark 4 Spitfire, 1972 Triumph 2500PI saloon, 1955 TR2, 1958 TR3A and 2 TR7 convertibles.

More info, if you wish, can be found on our Register's website www.trregister.co.nz if you check out 2011 national weekend photos, there is a very unglamorous photo of me.

Hope this is of some interest.

Regards Steve Brettell

Editors note: Paul's TR250 appeared on the Rimmer Brothers newsletter as a downloadable picture. Steve contacted Paul per the email. I contacted Steve on another matter and he advised that steps have been taken to add TR250 striping in the near future and he has just replaced DDH638 with personalised number plates so 1968 TR is now his official plate ID.



Steve's TR 250

The Boys Run 2011



Seems to be a lot of red cars on this years run !

THE HISTORY OF THE BOYS RUN

<i>Year</i>	<i>Location</i>	<i>Organizer</i>
2004	Merrit	Paul Barlow
2005	Sechelt	Greg Winterbottom
2006	Washington	Brian Thomlinson
2007	Apex Mountain	Greg Winterbottom
2008	Pemberton	Jerry Goulet
2009	Winthrop	Wayne Morrison
2010	Tofino	Paul Barlow
2011	Vernon	Jerry Goulet and Olivier Martineau

The Boys Run

June 10th to 12th, 2011

Leaving home with the top down it was quite a cool run to the meeting area at Tim Horton's in Abbotsford. Being the first one there I got myself warmed up with a hot coffee and watched the rest of the boys arrive, about fifteen cars and eighteen crew. It started to look overcast and threatening so we decided to put the tops up for the run to Yale.

Jerry, the co-organiser, was in the lead and made a stop at the gas station just outside town and who should happen to stop by shortly after was Ruth of All British Cars and her companion. I guess it pleased her to see all that British Iron out being used and she made sure to shake all our hands! The weather cleared and all tops came down. On the road once more through the impressive canyon to stop at Spences Bridge for a break. Jerry forgot the way to the pub so I picked up one of the local "princesses" as a guide with the promise to buy her a beer! Our stopover was a good choice with good food and beverage.

Back up the beautiful back roads that make driving a sports car so much fun, we finally approached our destination, off the Westside road at Irish Creek road to find a steep winding gravel path up quite a height to "Twin Creek Ranch" Olivier's parents beautiful spread with a very impressive entrance to be greeted by Tiger, the resident and very friendly dog. He settled in for the evening with our bed rolls and sleeping bags. I managed to scrounge a cot with an air mattress and stole Paul's pillow. Before anyone else came down I was asleep! Olivier served coffee and buns for breakfast which hit the spot.

We had all noticed a bad smell of sulphur around the cars and it turned out to be Mike's TR6 with a practically bursting battery that had overcharged by the alternator. Len Drake was contacted to meet up with the boys with a spare alternator.

There had been a plan that day for a 6 to 8 hour run to Arrow Lakes which I thought I'd back out of as I didn't want to put my poor old prostate to any more punishment. I'd stayed behind and fed the dogs, washed the glasses and dishes and was able to watch the F1 qualifying from Spain. Soon the boys were back, but hadn't been that far as they stopped to fix Mike's car, visit a friend of Lee's and took in a car show!

That evening the ranch manager and his wife cooked up two big turkeys and we had a delightful dinner around a big open fire pit. Jerry was kind enough to say a few words about my 80th birthday and we drank to that. Another good nights' sleep (but I had to surrender Paul's pillow).

In the morning Allan got some bad news from home that a good friend was very ill so he had to head home. This was a shame as he had planned for us to stay at his place in Osoyoos but also promised we would do that next year. The rest of us left for another run down the Westside road another perfect sports car drive that I had first done in my new Cortina GT in 1966 when it was all gravel (This meant sideways on each hairpin corner with no traffic to worry about!) At the time I was up to see property I had blindly bought named "Valley of the Sun" which I did nothing with and sold 30 years later for a little profit.

A pit stop in Manning Park and once more we headed homeward after a very delightful weekend in great company and I didn't even have to make a hospital visit !!

Thanks Jerry and Olivier for your well planned efforts.

John Hunt
TR6

KMS Tools
June 18th 2011

Well, it seems that BCTR has set the trend for car shows: sunny the day before the car show; rain the day of the car show and no rain the day after the show. So, here we are again, huddled under umbrellas for our third Show and Rain (ATDI, ABFM, KMS). However, the day went quickly because – eating smokies, watching Barrie and Keith take multiple trips to spin the wheel in the prize tent, as well as Jeannette, Trish and Larry; applauding Keith for winning a paint sprayer AND third prize in the People's Choice awards.



This is an event that we'll always return to because KMS staff does a great job organizing the event and there's always the chance to win the welder and giant compressor – that's because size matters!

Linda Spouler



BC Highland Games Coquitlam June 25th, 2011

For the past couple of years Mike Powley has organized the showing of British cars at the Games Festival and I have to say he does an excellent job. He arranges all the donated goodies from various donors which were given out in shopping-type bags to all the pre-registered entries which consisted of various brands but I think the BCTR were probably the largest contingent.

For those of you not familiar with this event, it is held in the month of June and is free to all bringing their LBC's. Arrival time is approximately 10am and one can stay for the full day or leave whenever you want. There is of course a lot to take in which includes the Scotch tasting plus loads of entertainment. Barry and Jeannette showed up with the BCTR canopy for either rain or sun protection in their always considerate manner.

You will all no doubt remember Mike P as the commentator and presenter at the ABFM who always gives excellent and humorous presentations for that event.

Thanks again Mike, see you next year.

John Hunt
TR6

Great Bear Pub Show and Shine June 25th, 2011

While this was their fourth Annual Show and Shine, this was the first time that a Triumph was entered. There were a variety of vehicles that participated which included hot rods, classic American cars and custom choppers.

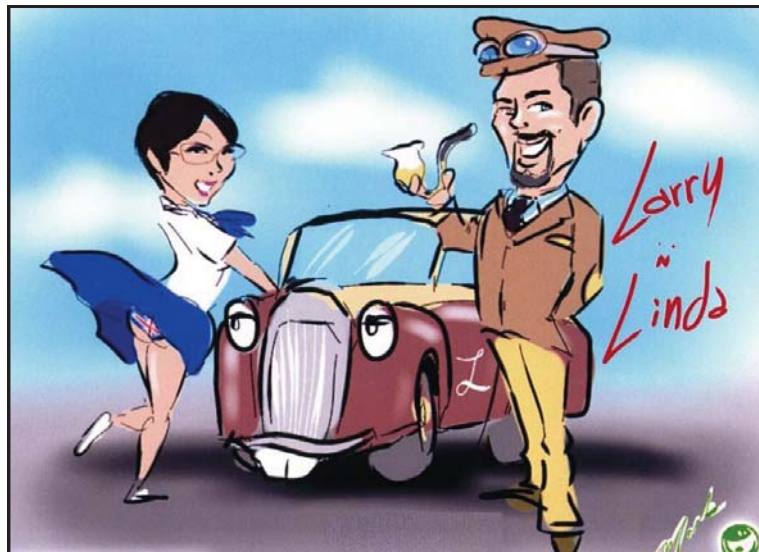
Our 1950 Mayflower was parked beside a 1950 Chevrolet hard top. It was interesting to compare the size of our imported British Mayflower to the American pig iron.

The weather was cold and rainy to begin with, however the hosts had lots of hot coffee on tap. The entry fee of \$15 also included a lunch (hamburger, fries and beer). On hand for most of the day was a Digital Caricature Artist – who created cartoons for a donation. All proceeds of the day (entry fee and cartoon donations) were donated to the Kingsway Imperial Neighbourhood Association Wall Mural Project.

MLA Kathy Corrigan & Mayor Corrigan were present to award prizes at 2:30 pm. Modesty aside, the Mayflower won in its class (pretty easy since we were the only British car).

As a post script, since having the caricature done – I've acquired a pair of British skivvies....

Linda and Larry Spouler



Woody's Pub Show and Shine July 2, 2011

This was Woody's fifth year and each one has been better than the previous affairs. Fortunately they had expanded their parking lot so were able to fit in the 150 cars that showed up. Most of the entries were North American iron plus a lot of hot rods but the small British contingent consisted of two TR6's, Denis Overholt and myself, a beautiful bull-nosed Morris with a V6 addition and a kit car claiming to be a 1937 Jaguar SS. The goodie bags were just that! I've not seen a better one and there were also lots of excellent door prizes.

Gordie Cartwright, the pub owner, has spent thousands of dollars on this place since he took over several years back and has been rewarded with a strong clientele. The food and service is the best and I recommend a visit to all that haven't experienced the hospitality there. It is one of the oldest roadhouses in the lower mainland and was originally named the Woods Hotel.

I didn't wait around for the awards as I had to get back to the house to release my dog Billy, as he suffers the same plumbing problems as me.

John Hunt - TR6

Royal City Show and Shine
July 10th, 2011

I know talking about the weather is getting to be a sore subject, but finally we had a nice day. Keith, Adrian and I set off for New Westminster with high hopes. We like to get there earlyish to park with the other LBC's. Alas, today was not going to be a good start. Denis and Helen Overholt were not part of the organizing committee this year, a great pity as we sat for over 90 minutes in our cars with all the other early birds before we were able to get in and get parked. I think Denis actually enjoyed our pain! This really was the only really bad glitch and most of the day went as planned (although maybe not for the owner of the Dodge Viper who ended up being surrounded by Triumphs, boy did he look out of place).

Larry and Linda won in their class with the Mayflower and Denis Overholt, eligible this year by not volunteering, won in his class.

All in all, an enjoyable day.

Trish

Minter Gardens
July 17th, 2011

A wonderful event sponsored by FVBMC and Minter Gardens

The major thunderstorm and heavy rain the night before the show had many of us second guessing our trip, but Sunday proved us wrong. We made the trip out. Yes, it was a little cool for the start, but we ended up having another great day in the gardens. Our club representation was a little thin; Dan Brien with his TR6, Glen and Cathy Griffin with their TR6, the Winterbottoms with their TR250 and Bob Cutting with his non-Triumph MGTF. As always the gardens were lovely, and there was a good representation of all car makes. Awards from our club went to Bob Cutting – first in his class with the MGTF and Greg - second in his class with the 250. My favourite car of the show was a Jowett Jupiter. I could see myself, a grey haired lady, cruising the California coast in it. The rain managed to hold off until after the show. Connie was sending Dan weather updates from home and advised him to get the top up, but Greg always likes to push the envelope and test Mother Nature (and me). Unfortunately we had to stop in Abbotsford to put the top up. All in all we had the expected good time in Minter Gardens.



Cheryl Winterbottom
TR250, passenger side



Western Washington All British Field Meet
July 23, 2011

Several members drove to Bellevue for the annual meet and did not come home disappointed.



John Finlayson — 1962 TR4 - 1st in class



Lee Cunningham - 1970 TR6 - 2nd in class



Allan Reich - 1975 TR6 - 2nd in class



Casey van den Dorpel - 1975 TR6 - 3rd in class



Paul Barlow - 1967 Vitesse - 1st in class



Bryan Wicks - 1970 Lotus Elan - 1st in class

Submitted by Paul Barlow

*All Triumph Drive In
Cle Elum, Washington
August 12th and 13th, 2011 (part 1)*

Again, Tyee found a location for its ATDI that provided us with the hot weather we've been craving. Day of departure, a convoy consisting of us, the Sparkes, Puffers, Hollidays, Dicksons and Sharpes met in Blaine to drive down to Cle Elum. It was the Mayflower's maiden long distant voyage. We successfully completed the journey to the end of 203 and entering Fall City when the Mayflower had an equipment malfunction. Not to outdo Janet Jackson – the Mayflower had a nipple pop out. To be more specific, the nipple connecting the hose from the carburetor to the fuel pump disconnected and was spewing fuel into the engine bay. Luckily no flames or explosions and as soon as we smelled gasoline, we coasted into a gas station. Barry and Jeannette sped to our rescue and we were able to tie wire the hose back into place. Thankfully, we arrived in Cle Elum without further incident.



Tyee put the "drive" back into the event and lead groups of the same marks on a tour through central Washington. We went through diverse and beautiful scenery such as the Petrified Forest, valley of the wind turbines, stopped for a fabulous lunch of pulled pork and BBQ chicken in Ephrata. The afternoon drive completed the circle back through Waterville, Wenatchee, through Snoqualmie National Forest and then over the Blewett Pass. The operative word is "over" = actually over 4100 feet. Even with the Spitfire engine and lower differential, our poor Mayflower struggled up the pass in second gear and ascending at a speed of 35 miles/hour. We were positive that we

were going to be the last group to arrive back at the hotel, as we were passed by several groups of Triumphs Overall, the BCTR members attending travelled approximately 700.9 miles during the ATDI weekend.



Linda Spouler
1950 Mayflower



ATDI (part 2)

What a change from last year! The weather was terrific if a mite chilly as we set out from Abbotsford on Friday morning. Our group consisted of Jerry and Ann, Lee and Jan, Peter Sparke and Graeme from Australia, Dennis Nelson, Adrian and myself. Huntingdon crossing was easily accomplished and we were on our way. Hwy 9 to Monroe, a great drive and we picked up Gary and Dorothy Gore along the way. In Monroe we met up with another group who came down the I5, had lunch together and then went on our way on Hwy 20 through Stevens Pass. That is a great run. Lee obviously enjoyed it as he passed us all going uphill as though we were standing still. Must be that fuel injection.

The Tyee club did a wonderful job this year with the drive. All the cars did the same route but were spaced out so as not to arrive all at once for lunch, which was held at a park in Ephrata. The food was great and it was nice to sit a relax before getting into the cars for the return trip. All the cars made it back eventually. We heard at the banquet later that a there were a few mechanical problems through-out the day.



Trish McAuley



The club did quite well with awards as usual :

Early TR6 - Lee and Jan Cunningham - 1970 TR6

Late TR6 - Dan Brien - 1976 TR6

Late Spitfire - Barrie and Jeannette Puffer - 1972 Spitfire Mark IV

Special - Linda and Larry Spouler - 1950 Mayflower

President's Choice for PTOA - Linda and Larry Spouler - 1950 Mayflower

The Tyee Club also handed out appreciation awards to the current Club Presidents and Newsletter Editors for all three clubs.

The Road to Breckenridge, A Story of Stories.

The plan to go to the 2011 VTR National in Breckenridge, Colorado developed into 8 Triumphs leaving from Cle Elum, Washington on Sunday morning after Tyee's ATDI. It would be Lee and Jan Cunningham in their newly finished TR6PI, Ann and I along with a half dozen Triumphs from Tyee. At departure time of 9 a.m., Lee's TR6PI had a fuel leak that would not seal up, so the Tyee group headed out while Lee tried a number of fixes for the fuel leak without joy. At noon, Jan suggested that Ann and I head out to catch the Tyee Triumphs and they would find some sort of solution to their problem.

So, off we went on our own at a moderate pace, south-east towards Ontario, Oregon which was the arranged first night's stop for the Tyee cars. The day was sunny and warm and freeways would get us there, so navigation was simple. As we got into the area near Richland, WA (many of your remember) the outside temperature was getting really hot, but to make good time we pressed on, top down. By mid afternoon in eastern Oregon, we were getting grilled by the sun, so we stopped to place the top up. It was warm inside but better than becoming delirious under the sunrays. We arrived at the hotel about 7 p.m. and found Carl and Marilyn's TR3A in the car park so we knew that we had the correct hotel. Unfortunately Marilyn had fallen earlier that day and hurt her arm badly.

Early Monday morning I got a message from Lee from the night before that they had gotten the TR6 running shortly after we left them, but chose to return home in Mission to exchange the TR6 for the TR5. What's an extra 600 km on a nice Sunday anyway? They had made it that night to Lacey, WA which is near Olympia. We set off with the Tyees through south west Idaho for Ogden, Utah which is just a little north of Salt Lake City. Carl took Marilyn to the hospital in Ontario to check her arm thinking that they would have to head home, but the medics said that she would be ok for the road, so now they were on their own, tailing our main group by an hour or two. The corner of Idaho that we drove through was much flatter and greener than I expected. But as we turned south to Utah, the terrain became flat, bone dry and hot. If you wanted to be out of the sun, you had to make your own shade. We got to Ogden early enough to relax a little then go out for a fine dinner after Carl and Marilyn arrived. Lee called from Boise, Idaho where he and Jan hotelled for the night. He had chosen to run on freeways more than our group so he would have higher speed limits and hopefully catch up to us.

Desiring morning driving over late afternoon, we were packing our cars in early dawn's darkness of Tuesday morning. As we were driving around to the front of the hotel to exit the car park, I saw a TR3 with Washington plates under a car cover. Weird, I thought, that TR was not there when we returned from dinner the night before. Odd coincidence? Tuesday was to be a day of secondary road driving, climbing to the higher grounds of eastern Utah and into Colorado that reminded me of the area around Merritt, BC. The last leg of the day took us through some remote hills and oil derricks on a lesser travelled road to Meeker, Colorado for our last night before Breckenridge. Black stormy clouds had been firing lightning bolts in the nearby hills in the late afternoon and I thought that for sure we'd get pelted with rain or hail, but we got lucky. Before we walked next door for dinner, that TR3 from the Ogden hotel arrived. I recognized the couple immediately. They were Larry and Karen May, that we had met in San Luis Obispo at the VTR National two years ago, where they had entered a Triumph Saloon car, I don't remember which model. As long term member's of the Tyee, they had the route and hotel info so they could find us at the stops. Their TR3 is in the very early stages of restoration. They had to replace the tires enroute as the others very aged and no longer tracked well. Lee and Jan's report was that they had both piloted the TR5PI to Rock Springs, Wyoming, which placed them about 120 miles directly north of our location. Lee said that they got one of the last rooms in town that night.

Before leaving the Meeker hotel, Larry advised that his TR3 radiator had a leak and needed a gallon of water about every 50 miles or so, so we'd have to take a rest stops and that every other fill would have to be at a source of water. We headed south through a pretty valley toward I-70, which would take us right to the freeway exit for Breckenridge. On an impulse, I broke out from our cavalcade of Triumphs to pick up the tempo, so Ann and I were on our own in the TR3A again in the glorious Colorado mountain sunshine. I-70 is a beautiful road with relatively light traffic, great curves and tough hill climbs. One summit was over 11,000 feet above sea level and a real struggle for the little engine that could. Pulling into the registration parking at the host hotel, Beaver Run Ski Resort, felt like a victory and a the start of a four day holiday within a longer holiday. The hard ride to there was over and now we could just hangout after the TR3 was washed of course. Not long after we registered, the Tyee group arrived then Lee and Jan. The combination of three and half days on the road since Cle Elum and the thin air at 9200 feet elevation made everyone slow, which was just fine with me.

For the next three days we enjoyed a relaxed pace in the mountain valley, meeting and greeting with many Triumph owners from all corners of the USA and one other from Canada. About half of the cars were from California, Texas and Colorado. There were many older Triumphs such as a couple of Glorias and others that I never got the names of. To be judged or receive an award, each Triumph must have participated in at least one "driving" event. There were four driving events to choose from, so although Lee and I would have preferred to race in the Autocross, we did not want to injure our cars far from home, so we each entered the Funkana and navigated for each other. The Funkana is a type of sports day event in a blocked off car park where driver and navigator have to perform both inside and outside the car. It's all for fun and laughs. We got a decent time, but didn't get close to the younger participants.

The car show was on Friday morning down near the edge of the shopping village and river in a nicely sized car park. About a third of the cars were in Participants Choice category and all the others were in some form of Concours judging. The cars start with 400 points

and then receive deductions as the team of judges scour the cars with flashlights and frequent double checks. They did allow the owners to explain any damage that had occurred during the journey to the event, which is a nice gesture and fair. We saw Uncle Jack, the blue McCartney Stag now owned by Phil Ethier of Minnesota. He thanked us (BCTR) for the fuel pump. We also met a number of other blokes that are frequently heard from on the Triumph blogs. Joe Curry had his racing Spitfire that made really goods times at the Auto-cross on Saturday. There was a sudden downpour, so most of us climbed into our Triumphs a drove to the hotel for cover. That was the only time the TR3A wipers had to operate in the whole two weeks on the road.

Saturday was an easy day of shopping for the girls and motor sport at the Autocross for the boys. We also indulged in exploring the mountain roads in the area and received an impromptu tech session on high altitude tuning at the local parts store. Not all parts counter guys are just pretty faces. The awards banquet was at the Beaver Run and felt more relaxed than the banquet we had in San Luis Obispo. Ted Schumacher was the guest speaker, citing many stories from his early Triumph racing days. Lee's TR5PI won a top award in his Concours group and I my TR3A got 380 points in Modified Concours class. Although the certificate states "gold", I did not receive an award as there were a number of cars that had higher points than I.

Sunday was time to check out of the resort and head west. As straight west as we could to the cool coast of Northern California that we craved. We drove a long to day to get to the west side of Salt Lake City, Utah. The route was a reversal of the route to Breckenridge so there is nothing new to say and no incidents. In the morning we drove past Salt Lake and then the Salt Flats themselves. It is so white and bright that it feels a lot like driving in the Arctic snow even though it was really hot out again. We stopped at the Bonneville Land Speed Record area for a stretch and a few snapshots. From there we drove hard through hot, dry, northern Nevada to Reno for the last night before the Pacific Coast. Our stay at the Grand Sierra Casino cost Jan \$2.00 of her gambling moola. The rest of us cheap bastards watched her and cheered.

Monday got us quickly into California where the I-80 was in such bad condition that we decided to reroute onto Hwy 20 which would be a little more direct to Fort Bragg which is where we planned to meet the coast. By the time we got to Leggett on US 101, we decided to just drive up to Arcata for the night rather than rerun the California Hwy 1 that we ran in 2009. When we finally saw the water it was foggy and much cooler which was disappointing, but at least we were in the land of fresh seafood again.

From our night in McKinleyville, the two TR's took us up the US 101 coast highway to Newport in Oregon for a stay and then through Astoria and Aberdeen to the Red Lion in Olympia Washington for the last night away. On Friday we made a beeline for the Harbor Freight in Bellingham and then ice cream in Sumas for the last treat.

For the entire 6000 km trip, my TR3A did not let me down, despite many new rattles, missing nuts and screws, chaffed tires and radiator temperatures of 210-220 degrees for hours at a time. A headlight burnt out, turn signals failed to operate correctly and the speedo gave up the ghost entirely. Yet we pressed on with a little knot in our stomachs each mile. It is not likely that I will travel that route again in my TR3A, but I really had a great Triumph experience and I know that the others did as well.

I want to thank the Tye group of Bill and Patty Pitt TR6, John & Nancy Gebert TR4, Gary & Judy Wilson TR6, Carl & Marilyn Krause TR3A, Terry and Debbie Spitfire and also Larry and Karen May TR3A for letting Ann and I join them on the run to Breckenridge. They were most hospitable and gracious to let us tag along. Lee and Jan gave us the confidence to travel long distance in the TR3A with Lee's technical skill and their great friendship. And of course Ann braved everyday day being shoe horned into a cramped navigator seat surrounded with baggage, water bottles, munchies, wind and sun.

The next VTR national in the West is planned for San Leandro, California in 2013. I can't wait.

Cheers, Jerry Goulet
1961 TR3A



The Road to Breckenridge
and back.....



Ladner Quilt Walk and Car Show August 21, 2011

Another sunny day to show off the Triumphs. Because there were two events on the same day, some BCTR members attended the PoCo show and others attended the Ladner Quilt walk and car show. As Ladner is closer in proximity to us, we chose Ladner, as did Bob Cutting with his MG and Paul Barlow with his new Vitesse. While the majority of cars were street rods or American pig iron, about a dozen British cars comprised of Triumphs, Austins, and Morris Minors entered this event. The award in our class was presented to the owners of a newly restored Triumph 2000 that was just completed in July 2011 after nine years of restoration. It debuted at the Ladner event.

Some highlights of the day were: the Legion's all-you-can-eat pancake breakfast, live entertainment, and of course looking at the 300+ cars on display.

History of our Mayflower:

We arranged to meet the second owners of the Mayflower in Ladner who provided us stories when they owned the Mayflower (prior to Stan of KMS Tools). The North Vancouver couple purchased the Mayflower in 1982 from Dartmouth Motors in Nova Scotia and drove it across Canada to be sold at an auction held at the Burrard Armouries in 1998. The Mayflower was purchased for sentimental reasons and named Mona after his mom who also owned a Mayflower. At the 1998 auction, Stan from KMS Tools won the bid and towed it to KMS Tools in Coquitlam to be used for body panel training. We purchased the Mayflower from KMS Tools in 2007 and completed a full restoration in 3 years. We hope to track down the original purchaser of the Mayflower to obtain a complete history of our Mayflower since being shipped to Canada in 1950.



Larry and Linda Spouler

Downtown Port Coquitlam's Car Show August 21, 2011

We attended Poco for the first time this year with other members of the club, the Warcupps, the Puffers, Greg Winterbottom and Allan Reich. John Hunt came for a visit but didn't enter his car. Kerry (Stumpy) was there too. It was well organized with the cars lining up beforehand at a community centre and then led to the parking area in groups while getting a picture taken along the way. By meeting beforehand, we were able to line up as a group and park together. Included in the entry fee was a free cooked breakfast at the Elks Club and \$5 for an extra person. Very enjoyable. It got a bit hot during the day, but there were lots of shady places to hang out while viewing the cars on display.



This year for the first time they arranged a Poker Walk. Jeannette, Kay and I all participated (I also had cards for Allan and Kerry) - and Kerry's poker hand took second place. He had left by then but the prize was a gift basket of teas and coffees that will be put to good use.

I think a good day was had by all.....

Trish



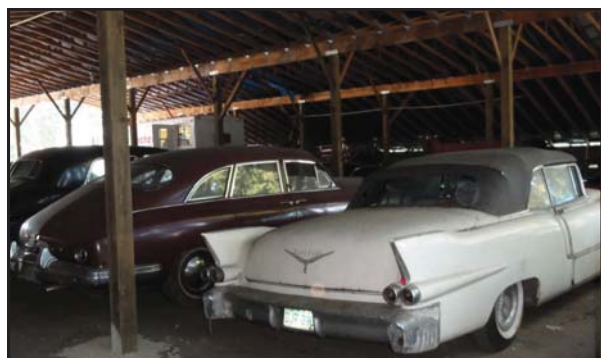
34th Annual LeMay Car Show August 27, 2011

Allan Reich

I have been reading about this show for years, and as I was free this August weekend, I decided I had to attend. This show is an amazing assortment of over 1,000 vintage vehicles with additional collections of dolls, antiques and other nostalgic memorabilia. Harold E. LeMay (1919 - 2000) was the owner of Harold LeMay Enterprises, a refuse company in the Tacoma, Washington metro area. The LeMay Collection was listed in the Guinness Book of World Records in 1997 as the largest privately owned car collection in the world...at its peak the LeMay Collection numbered in excess of 3,000 vehicles and thousands of "automobilia" artifacts. The Annual Show is held at two sites, The Marymount Center and the LeMay Home grounds, which are about a mile or so apart.

Over 500 vintage vehicle from the LeMay Family Collection are on view at Marymount, plus hundreds more at the LeMay Home grounds. Attendees with vintage cars can bring those vehicles for display on the Marymount show fields. There is also a swap meet and car auction.

I drove down on Friday in my TR6 and drove it onto the show field Saturday morning, along with about 1000 cars owned by attendees and volunteers. The parking lots were a fantastic show in themselves. The show was overwhelming! Just building after building full of cars and cars parked everywhere on the huge grounds. There were buildings set up in theme rooms, others in brightly lit museum-style rooms, others with massive rows of cars "sort of" grouped together, others with up to three levels of cars stacked up, old cars under trees, in storage sheds and anywhere there was room for a car or truck! I watched part of the auction, where I watched a 1956 Cadillac Eldorado Convert go for about \$14,000 – it was rough but quite complete! I would suggest any "car nut" put this show on their bucket list .. it is held on the 4th Sunday in August.



Events

September 17th	Downtown Abbotsford Car Show	George Ferguson Way & Montrose St., Abbotsford
September 24th	Rallye de Chilliwack	Classic European Car Club of BC www.classiceuropeancarclub.com
Sept 30 - Oct 2	Fall Colours Tour	Jellybean Autocrafters www.jellybeanhotrods.com
October 12	BCTR Monthly Meeting	Eastburn Community Centre, 7252 Kingsway, Burnaby
November 6th	Kruise for Kids (to be confirmed)	Guildford Mall, North east corner
November 6th	London to Brighton Commemorative Run	The Vancouver Coast Branch O E C C
November 9th	BCTR Monthly Meeting	Eastburn Community Centre, 7252 Kingsway, Burnaby

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

Crescent Beach Invitational Collector Cars & Motorcycles September 3rd, 2011

This show, maintaining the spirit of the former Steamworks Concours d'Elegance held the last few years in Gas Town, was held at the beautiful setting of Blackie Spit in Crescent Beach. There were about one hundred cars and bikes invited to the show. The classes of vehicles were broken into : Classics – European & Domestic, 55-57 Chevy, Early Ford V8 1932-1954, Ford Mustang to 1973, Corvette to 1969, Under 1800 cc, 1950-1965 European, Muscle Cars, and Vintage Motorcycles. The weather was fantastic and by noon, all the adjacent parking lots were full. A chance to see some really beautiful Cars. Allan Reich



Adrian & Trish's 2nd Labour Day Barbeque

The fantastic weekend weather continued on Sunday, Sept. 4th, for the barbeque and unveiling of the "Garage-Mahal". Triumphs rolled up to the house, as people streamed in carrying refreshments, appies, salads and desserts. Adrian was there to greet us with a smile bigger than a Cheshire cat's, as he showed each arriving guest through the impressive garage. Barry Puffer was composing his magic on the new BCTR BBQ, and the chicken was cooked to perfection. A feast was served and the just under 40 people who attended had a great time! Allan Reich



BCTR Meeting Minutes
May 11th, 2011
There were 26 members in attendance

The meeting was called to order at 7:57 p.m.

1. Opening Remarks: Allan commented on attendance on a rainy night, a pre ATDI meeting. Great new badges, David & Kim. Joan Stewart said a table at ATDI would be fine, old newsletters, rotate chair. Barry has round disk. Kay Warcup, we have card table.
2. Minutes of last meeting accepted with 2 corrections. Item 7, format was about text, not photos. Item 9, Kay (not Dale) said Sunday was fine.
3. Correspondence, passed on to web.
4. Treasurer's report, Barry said finances were O.K.
5. Membership report, Bob reported the same number of paid up members, 93 Potential new member, Rex, 73 TR6, green.
6. Magazine editor, not present.
7. Webmaster, Allan stated nothing has changed. Are we getting too many emails?
8. Events. Dave Stevens. Richmond Show & Shine, Muni. yard. Paul B. said mostly hot rods; Sunday drive - Shannon Falls. Will settle meeting place and send out emails. Dale McRoberts, Fire Fit, rain put out fire. Greg Winterbottom won 1st prize. Brunch in New West, May 1st. 6 cars there. Kay sent pictures. St. Georges Day, 60 cars in total, well represented. Something like 12 BCTR guys. Vito there with new hot wheels. White Stag. RX tour coming up June 5th, noon, 270 E. 1st Ave. North Van Brit Heritage Festival. May 28, Cloverdale. 7 hands raised. Dale & Kay BBQ afterwards. Royal City International May Day. Hyack Club. ATDI, Nigel sent collector car insurance, youth judging program, Hagerty training seminars. 'Entry level collector car best bet.' 'Understanding restoration process & importance of an unrestored car.' Nearly everyone raised hands for ATDI. Post ATDI BBQ details were discussed. Whistler Run on Sunday. Depends on weather. Boys Run details were discussed. Olivier has sold car, will ride with Jerry. Fri morning 9-ish, Tim Hortons Sumas Way Costco. Day to 'ranch' NW of Vernon Irish Creek Road Sat. meet halfway Merritt. Garage tour, 15 minutes out of Vernon. 8 hands up. Allan & Mike leaving Sat. Beds and floor space, sleeping bags and something to sleep on. Meals ad hoc. Allan's place on Sunday at Osoyoos if any want to extend a day. Towels and stuff like that. ATDI Washington. About 8 hands raised. Jerry just booked his hotel today. Lee & Jerry & wives to Colorado after ATDI, VTR, 3 days coming back. Send email to Jerry if interested in joining.
9. Regalia, Linda made comments, something in magazine. Needs 12 items. Has some baseball caps.
10. Technical. David Rodger Lucas bulb holders, TR6 ground problems, dilectric grease, vaseline. Bob McDiarmid has TR6 speedometer cable. Robin has trouble starting, battery o.k. left in gear and rocked car. Started fine.

The meeting adjourned at 9:04

BCTR Meeting Minutes

June, 8th, 2011

There were 21 members in attendance

The meeting was called to order at 7:53 p.m.

1. Opening Remarks: Allan commented on attendance on playoff night, guest John Heathcote.
New member welcomed, Rick M. 10 years ago, stripped down, 74 Spit, mostly yellow.
ABFM, 2 classes for TR6, awarded 1st class. Thanked for allowing booth. Signed up 8 new members, 1 renewal.
2. Minutes of last meeting accepted as corrected. Item 1,4 Barrie misspelled. Item 5 Rex Swett,
Item 8 ATDI should be ABFM.
3. Correspondence, passed on to web.
4. Treasurer's report, Barrie Puffer
5. Membership report, Bob reported 104 members, really paid off to have tent at ABFM
6. Magazine editor, Trish thanked all who contributed. May assign newsletter duties. Events on back page. Keep up the good work.
7. Webmaster, Allan stated he's trying to keep it up to date.
8. Events.
BBQ well done, thanks to Nelson's, Chair was left behind.
Spring Thaw, 65 cars. Squamish to Cache Creek, Hell's Spa Ranch to Hope.
Autumn Amble
Kay Warcup. British Heritage Show. Mayflower. It was half as well attended.
Ted Laturnus. Morgan Crossing, 90% hot rods.
Ken Martin, RX Tour. Cars in street, Lagonda's, about 6 or 7 Triumph guys
Kay. Squamish Shannon Falls, 3 cars. Rethink, June something. Dave's Fish & Chips in
Steveston. Take the drive out of Brunch & Drive. Sundays are busy. Queens Park
Sunday brunch (June 26th). Kay to send info to Allan.
Jerry, Boys Run. 12 cars, all set to leave Friday. Okanagon group. Route on web.
Saturday morning garage tour. To Nakusp, north to Revelstoke then back to
Vernon, open return on Sunday. Sumas shortly after 9. Stay to right at Irish Creek
Road. Olivier has food plans, not breakfast & munchies. 18 people, John's
friend Tom not going.
Cle Elum, ATDI. No show but tour. Details discussed & route.
- Other events.
KMS show, 18th. Barrie, 2 signed up. good prizes
Penticton Beach City Cruise, 25th.
Rally in the Valley. Paul B, nothing known right now
Highland Games, 25th. Kay. A little different program. Names ahead. Vito is our rep.
June 19, Waterfront Park, North Van. Father's Day, Italian cars & motorbikes.
Fills whole park with exotics.
NAPA Show & Shine, 26th
Sean McKenzie, Odessa Show & Shine, June 11th.
Historic Races at Mission, June 11.
Crescent Beach Invitational, Sat Sept 3, 9 to 4. Kay has applications copied.
9. New Business
Barrie Puffer, Canadian Tire - Portable BBQ, \$249,
John moved, Adrian seconded, MOTION, Barrie to look & purchase if feels worth it.
10. Technical.
Ted, seats, Sussex 1800. Don't bolt right in in 4A. Ebay, Victoria British sells them.
seats & collector plates issue. Marc Ericson, ICBC

The meeting adjourned at 9:00 p.m.

BCTR Meeting Minutes
July 13th, 2011
There were 28 members in attendance

The meeting was called to order at 7:53 p.m.

1. Opening Remarks: Robert Strath, chaired the meeting. Announced Allan was at Osooyos. He noted that there were no new members or guests present. Allan has sold his TR3 and bought a French Blue TR6 that Pat Moore owned. Jerry commented Lee built the engine. Robert passed around email photos.
The BBQ was purchased by Barrie. Said it can cook 30 burgers at a time. Next meeting at Queens Park. There is a charge, last year club covered the costs. Time to be determined rain or shine, covered picnic tables.
Banquet, in January? Yes. Eagle Quest, Surrey, 152nd.
2. Minutes of last meeting accepted.
3. Correspondence, Michael Bayrock summarized 70 to 80 items that have come in since February. Paul Barlow mentioned his car immortalized on wallpaper. He got an email from someone in New Zealand that 'had his same car' Lee recommended Fraser Valley Sports Car (to tune a TR6 for air care) as per correspondence request.
4. Treasurer's report, Barrie Puffer, we're still O.K. in finances.
5. Magazine editor, Trish commented on events she needs articles for. Thanked John and others for his contributions for next issue. Showed members cars on front page of New West Show & Shine newspaper. John commented on Denis Overholt winning first place Sports Car Class, nice to see original-type, original owners (like Adrian) getting awards.
6. Events.
Linda Spouler asked question about ABFM at Portland, where to stay, etc. Discussion, at racetrack, full schedule of vintage racing, Day's Inn North, Red Lion, Best Western, camping, not tax, large swap meet.
Rest of events, Kim summarized a list of upcoming events.
Bellvue, ABFM, Western Washington. July 23. Allan coming from Osooyos.
Sept 9, Mt. Baker Run.
Aug 6 Surrey Show & Shine in Cloverdale
Kim also presented idea of alternating Sunday Brunch/Wednesday Pub Night each month. Concensus was that's a great idea.
Next one July 27th, Wednesday Pub Night at
Surrey Central City Brewery. King George Highway and 100th. David commented, take home draft, drink within 48 hours.
All wishing to attend should email Kim, popular pub, only a reservation for 10 so far.
Larry, Driving Unlimited date, Oct 15 Pitt Meadows Airport. About 7 hands raised. He has outside agency to fill spots, Mark Evans security group.
There is a request for volunteers to judge Studebakers, last weekend in August.
Update on Boys Run. John thanked Jerry & Olivier. John didn't need to make hospital visit. Rustic sleeping accommodations were great. Sarcastic comments about not getting dust out of cars yet.
7. Other Business.
Bryan Wicks, Classic & Sports Car Magazine, Somebody photoshopped his car, changed colour and published in magazine. Someone has duplicate chassis number TC for sale in England.
Trish thanked Paul for Standard - Triumph jug same colour as her Holly. She also has a 16 X 8 garage door mural of a 767 coming out of a hangar for sale to anyone interested.
Larry made a request for pictures of the Boys Run for photo archive. There is a 6 1/2 minute video of the boys run. Was to be here tonight but a no show.
Linda discussed regalia, new supplier. Better service, less cost. Wants O.K. to purchase an inventory of umbrellas. Some discussion. Concensus, seems reasonable. Chairman ruled, let's order them.

8. Technical

Robert asked, he's lost a TR6 key, where do you get replacement. Octogan Motors.

The meeting adjourned at 8:57 p.m.

Classified Ads - June 2011



1964 Triumph TR4 for Sale - \$2,500 OBO

1962 TR4. I have owned the vehicle for 25 years. This car has been stored indoors for the last 15 years. It has extensive body rust especially in the rear fenders and quarter panels. It could be restored and it is also suitable as a donor vehicle.

Contact Graeme via email at gwilkins@shaw.ca

September 2011



1969 Triumph GT6+ for Sale - \$7,500 OBO

1969 TRIUMPH GT6+ (registered as a 1970) dark green-blue ! A classic head turner. Was my daily driver for 2 years. New Cobra seats and wood dash. Wood steering wheel. Headers. Cosmic mags with Sumitomo HTR 185R/60 13 tires. Steel rims with snows. Overhauled 4 speed transmission. New clutch. New master cylinder. Spare parts include bumperettes, rack & pinion, rear leaf spring. Triumph shop manual.

Phone Adrian at 604-762-6799 or email at Adrian.npetriw@adranpetriw@shaw.ca.

August 2011

1975 Triumph TR6 for Sale - \$8,895



1975 TR6, Red with Black interior. Interior is in very good condition with no tears or marks. New top, new walnut dash and rear tonneau cover. Car is in good mechanical condition and well maintained. It runs strongly. Tuneups and any repairs have been done by Octagon Motors. Driver's side rocker panel needs replacing and there are a couple of rust spots on the driver's side rear fender and one above the passenger side headlamp. I've owned the car since Sept. 2007 and driven a little over 7,000 miles

mostly on the highway. It's a great driver and handles well on curving mountain roads and has plenty of acceleration for passing and steep hills. I've driven it to the Okanagan numerous times and once to the Bay area in California. The car is completely stock and has Collector plates. I've decided to sell this car as I travel frequently and don't have the time to drive it as often as it would like to be. This is a car for someone who enjoys giving classic British sports cars the attention they need.

Phone Ian Nash at 604-681-5659 or 778-835-6422 or email at iannsh@shaw.ca.

August 2011

1967 Triumph TR4A IRS for Sale - \$17,000



Red with black interior, 20 years owned, collector plates, new interior and seats. Complete engine and suspension rebuild, including starter and generator, gearbox and "J" type overdrive (reconstructed by 'Quantum Mechanics') new clutch bushings and bearings, rear gas tube shock absorbers, TR6 exhaust system. Re-painted 2001, excellent tyres and chrome. Some TR body panels and parts for sale. Very reluctant sale. Car is in Rossland, BC. Get more details and complete history

Call Dave Butler at 250-362-3385 or email ddb1@shaw.ca June 2011

Space constraints limit the number of pictures displayed and the number of ads. Go to www.bctrumphregistry.com for more information.

BCTR is not responsible for any errors or omissions.

BCTR has a new Regalia supplier

We are pleased to be working with a new company to order BCTR regalia. **AdCentives** is able to offer our organization the ability to place orders for single embroidered items. **AdCentives** also provides us with access to more manufacturers such as Stormtech, Leeds, Trimark, Antiqua, Slazenger, and Callaway to name a few.

To browse through their catalogues, click on the [AdCentives](#) link on our website, (or go www.adcentives.ca) then click on '**shop where we shop**' on the left column to view company catalogues or click on the "**product search**" icon on the top right corner to search for a specific item.



T130, Rally towel, 100% cotton, 11 x 18, available with BCTR logo in red, hunter green and royal blue. With Triumph standard logo in hunter green, red, and black. \$6.00



Golf Umbrella, 54" arc, Manual Pop Up Umbrella, Graphite Shaft, wooden handle, Velcro tie closure. Available in Black/White, Red/White, Blue/White, Solid Blue. \$20.00

All items available with Club logo or standard Triumph logo. Order by email: spoulers@shaw.ca or call 604.272.7250

Reminder that you can order directly from Capricorn One in the UK. They have a wide range of Triumph auto items. Their website is: www.capricorn1.co.uk, list of items displayed when you click on [Triumph](#).