



March 2018



TRIUMPH HERITAGE



Norm Clarke and his 1975 TR6

See member profile page 5

A Quarterly Publication for Triumph Enthusiasts from the BC Triumph Registry

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President's Message



Richard Walker BCTR President 2018

“I’m looking forward to seeing you at all the meetings and the various events”

Here we are staring a new year, less than a week since the last snow storm, and we are already looking forward to a great year of club activities, runs and other opportunities to drive our cars and socialize with other members.

The year started with a great banquet, thank you to Barrie and Jeanette Puffer for organizing. Plans are in the works for monthly, or more frequent events. Please check our website for the updates. If you have not already volunteered to organize an event please consider doing so and let one of the executive know or come to the next meeting to let everyone know.

As many of you know we have new editors for the newsletter this year. Thank you to Jonathan Clegg and Bryan Wicks for taking this on. Also a thank you to the previous editors Joanne and Ken Nicoll for the job they did turning out our news-

letter of the past few year. I know the editors are always looking for articles and photos, please send them.

The executive has one new member Kelly McPherson in the role of Vice President and Brian Thomlinson has moved over to the role of Past President and I would like to take this opportunity to thank him for all his hard work for the past three years as President.

I’m looking forward to seeing you at all the meetings and the various events like ABFM at VanDusen, Boys Run and ADTI in Salem, OR. May we all have great summer of driving.

***Richard Walker, 1980 TR8
BCTR President, 2018***



A big BC Triumph Registry welcome to our newest members:

Tony & Jere Armistead - 1980 Spitfire

Damson Red

and

Bob Norquay - 1972 Stag

Maroon (but badly faded)

BCTR Banquet - January 21st 2018

It was another great way to wind up the 2017 year of BCTR. The annual banquet and awards was again held at the Guildford Golf & Country Club in Surrey. Thanks to the efforts of Barry and Jeannette Puffer, and the continued relationship with our host Janet Richardson of the GG&CC, it was another banner event. The dinner featured the usual great selection on the buffet line as well as the dessert table that even satisfied my sweet tooth. As with every club event someone must step up to the task of organizing and the Puffers have through the years done it with enthusiasm once again. Thanks to all the club members who contribute their time we'll continue to enjoy the BCTR for years to come.

Always entertaining, the reverse draw for the prize money went down to Kelly and Stephen, with youth winning over experience once again. Three awards are handed out and with much anticipation the TR7 door prize was awarded to a thrilled Greg Winterbottom. I've heard he secretly dreams of one day owning the rest of that glorious model. The win-

ner of the 'poor bugger' award always requires a story and so for the second time, this year's winner is Ken Nicoll. Apparently he decided it was much easier to have his TR6 towed back home than finish the boy's run drive.

The 'member of the year' award is the serious award presented to an individual who has demonstrated an unusual amount of effort to help his fellow club members. A member could also distinguish themselves by continued support or expertise over many years. This year's recipient demonstrated both as we presented a deserving Lee Cunningham with the award. In a club with so many personalities and deserving acts of comradery it is easy to realize there will be no shortage of candidates next year. Once again thanks for past president Brian Thomlinson's entertaining words, and most of all to Barry and Jeannette for all their work.

Dale McRoberts



It would have been nice to include some photos from the banquet but, as no one has owned up to having any, here is something else to consider.....

Only in Canada does a bus apologise for an accident

Stephen Pallavicini's TR250 Restoration

After reading about my TR5 restoration in the last newsletter, Stephen Pallavicini contacted me as he is going through a similar restoration with his TR250. Amazingly, our schedules seem to coincide quite closely as he too has been working at his for about three years. We had lots to talk about and lots of common problems that we had to deal with and even at this late stage we were able to exchange tips and advice. This, for me, is what the club is all about.

Stephen has done a great job so far as can be seen from the pictures and he hopes to have the car on the road this summer. I'm not going to say much about his project because I'm hoping that he will have time in the not too distant future to write a piece for the newsletter and send a few more pictures. Looking forward to seeing the end result, Stephen.

Jonathan Clegg



Norm Clarke—Member Profile



My name is Norm Clarke and I was born in Taunton, England and attended Grammar School where an education was literally beaten into me. When I left school I got a job with the County Council and was assigned to the Fire Service Headquarters in a clerical capacity. I bought a 1938 BSA 350cc motorcycle and proceeded to race around the countryside with two friends on their machines. One of these friends, also had a Triumph Gloria and his father had a 1940 Alvis, in which I did most of my driving lessons.

About this time, I left work at the country house which the fire service had taken over after it was seized for death duties and going over the crest of a hill on a narrow country road, I got into a speed wobble and hit hedges both side of the road before ending in the middle of the road. I remember turning off the gas (petrol) before collapsing. Next thing I knew I was getting stitched up around my eye. I still carry the scars. My friend went off to work for Mike Hawthorne at his garage and I started to help his father overhaul engines. He was an instructor at the local Army camp, but did this on the side.

In 1957 the Country was not in good shape, partly

because of the Suez crisis and after seeing an ad for an “Air bridge” to Canada, for £100 each, my girlfriend Jackie and I decided to go to Vancouver as I had an Uncle there. We got married in June and left England in August. When we got to London, the plane was still in Buffalo being converted, with seats being added to a Flying Tiger freight plane. A couple of days later we left and because of head winds stopped overnight in Shannon, Ireland. Next day, still with head winds, we went to Iceland, then Gander and Malton, Toronto for processing. We then flew on and could not fly high enough to go over the Rockies, so flew through Roger’s pass, eventually landing in Vancouver, one week after we were scheduled to leave London.

1957 proved not to be a good time to arrive here and every job I applied for, had 3 or 400 applicants. The Unemployment Commission, as it was called then, hired a number of us at \$1.00 per hour for the winter to help in the calculation of the claims, all by hand. No computers or even adding machines for us to use. We were kept on longer than planned as things were still bad. Meanwhile my wife had become pregnant and not qualifying for medical, I spent the next two years paying off the Hospital and Doctor. I got a job at a Printing Ink plant through a fellow Brit. and there then being three of us there, we naturally started a union and with things looking up, I bought a 1952 Standard Vanguard. One of the other brits there bought a 1949 MG TC and heard about the Royal City Sports Car Club, and he and I went and joined. We rallied the TC and when it broke down one day we tried towing it with a rope wrapped around the front spring only to find it was-

(Continued on page 6)

Norm Clarke—Member Profile (cont)

n't attached. He then switched to an MGA.

Meanwhile I was driving the Vanguard south on Nanaimo with my wife Jackie and 9 week old son in a car bed on the back seat, no seat belts or child car seats then, and was rammed in the side by a large Buick. We rolled three times while progressing forward about 100 feet. It was a hot August day, the windows were wide open and as we rolled the car bed went out of the window and hit the ground, then back in. Luckily we were only slightly hurt, though the roof line of the car was modified and it was written off. I was without a car for some time as I was still paying it off, and lawyers didn't work too swiftly.

Next car was a 1953 Chevrolet which we took to California and stripped a fiber timing gear while doing 70 mph in 100 degree heat. I coasted for what seemed like miles and stopped almost in sight of a garage. I got it fixed in half a day and we carried on home. The car did not run quite right and when I got home I found the gear was 1 tooth out and no oil getting to the top end. I then went to a 1959 Dauphine and then a Sunbeam Rapier. I could never get the overdrive to work properly on that and decided it was time for a new car. A 1967 Mustang was bought and then I progressed to a 1973 Mach 1 with the 351 Cleveland engine, 4 barrel carb and 4 speed transmission. The 4 speed plant being on strike, I had to wait 6 months for it. I also bought a 1978 Honda civic at this time and in spite of having to fit 3 sets of rings because

they wouldn't seat until they used Repco we managed to go 160,000 miles in 2 years.

My younger son borrowed the Mach 1 just to take his girlfriend home, but decided to go a bit further and wrote the car off when hitting a pickup truck that pulled out in front of him and stopped in the middle of the road. The driver of the truck got out and ran



off.

I then got a Ford Gran Torino station wagon and a 1981 Accord, which I later traded on a 1984 Supra. This was traded on a 1995 Prelude SRV, just under 200hp and very small and light. I ditched the Torino and then went through 2 Accords. Which eventually got changed for the Jaguar XF Supercharged 3 liter.

Somewhere back around the Sunbeam, John Hunt joined the RCSCC and we became friends. At one of the reunions, after the demise of the club, John had his TR6 in the hall on display. That got me first interested and then I ran into him while visiting the ABFM and saw all those TR's. I asked if anyone was

Norm Clarke—Member Profile (cont)

interested in selling and yes the person with John was interested. I thought he was asking too much



and then saw one advertised in Lantzville on the Island. I went and saw it and made an offer which was accepted, it came with a steel hard top. When I got it back, the spending started, I had to get through air care at that time and it took lots of work and several attempts to do it. Several thousand Dollars later and several more to fix oil leaks discovered when on

a hoist I went to my first ABFM. I came into a bit of money and after various projects and buying the Jag

I went to Steve Sillett at Panelcraft and the car was stripped and any rust taken care of and the car repainted, including hardtop in a slightly brighter red. Apparently this was the reason I got first in class 2 years in a row. Last year, I got an overdrive transmission from Lee and can now drive briskly with slightly less noise.

I joined the Triumph club in 2013 mainly to meet people with the same interest in Triumph cars, specifically TR 6 for information about any problems, there are many years of experience in the club and also for the social interaction. I haven't been able to get to a lot of the events

but do enjoy the ones I have. Members of the Royal City Club still get together several times a year and I enjoy getting together there at Woody's where we swop lies about our accomplishments (kidding).

Norm Clarke 1975 TR 6

Fawlty Towers

Basil teaches his car a lesson and gives it a "damn good thrashing"....

Something many of us have probably felt an overwhelming urge to do.



ATDI—Wenatchee Wa. 2017

The folks at Tyee Triumph have very kindly provided us with access to their photo gallery of the 2017 ATDI at Wenatchee Washington. The link can be accessed at <http://www.tdublu.com/TyeePhotos/index.php?/category/1> Many thanks to Mary Hogan & Steve Libby for providing this. Some of the photos are included below. Check out the link, there are lots more pictures.



British Car Museum Hawks Bay New Zealand



In January of 2018 I visited the British Car Museum in Hawks Bay New Zealand. This is purported to be the largest number of British Cars on display in the world, and this may be correct. This facility is Ian Hope's "back yard museum". I spent two to three hours in there and if I was alone the time would have been quadrupled.

He has a lot of pre-war cars and Bentley's, Jags, Alvis, Modern Morris, Fords, Fordson, Commercial Vans, Sunbeam, Mini's and on and on. He amassed this collection over I believe 60 years. I talked to him numerous times while I was wandering



around. He knows the history, in detail, of each vehicle he has. Many he bought, many have been donated. He is a self appointed curator, rescuer of old British cars. I must admit he does have a few years on him and when he leaves us all, who knows what will happen to this lovely collection. I think the New Zealand government should preserve it, if only for the historical content. And not get rid of anything, or change anything it's all perfect the way it is.

As you may note the vast majority aren't restored, they have been simply driven into the building, mud on the tyres, dog hair embedded in the

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British Car Museum Hawks Bay New Zealand (cont.)

seats, personal "stuff" still in glove boxes. Just as someone has left them.

I asked why he had them stacked up and he said he tried to buy his neighbor's property so he could extend the buildings but the neighbor refused to sell. He then told me I should buy out his neighbor and we could build a big building together if I thought it would be better to have them all on the floor. Quite a character.

I asked why so many Morris Minors, he has about 40 on site, and not that I wouldn't want to have all



of them myself. I only have one. He said every time a niece, nephew, and I think perhaps a grandchild was born he got one so he could give it to them when the time was right. He seems to be looking after them for them.

You might be surprised, but I did ask a few times if some of them were for sale. He pointed to his left ear and said he was deaf in that ear. I asked again, he then pointed to his right ear and said, sorry I'm deaf in this ear. OK, I understood

There is a link included with this article and if you are interested enough have a look. I have a couple of hundred photos I took, many which obviously aren't on their website and would be prepared to do



British Car Museum Hawks Bay New Zealand (cont.)



a show and tell one night at one of our meetings if anyone is interested.

So when you go to NZ, and you should, go to Hawks Bay and have a look.

Also, as follows is a link for people to get to the museum's website with lots more photos.

<http://www.britishcarmuseum.co.nz/>

Cheers:

Bryan Wicks



Portland Triumph Owner's Association

Patrick Berry, the editor of Triumph TRAX, the PTOA newsletter, has just advised us that their March newsletter is out and can be viewed or downloaded at the following link:

[https://drive.google.com/open?](https://drive.google.com/open?id=1oCNS3YtK30YrRa4zEy-GVY0xo-kVJ5Oz)

[id=1oCNS3YtK30YrRa4zEy-GVY0xo-kVJ5Oz](https://drive.google.com/open?id=1oCNS3YtK30YrRa4zEy-GVY0xo-kVJ5Oz)

Patrick can be reached at:

editor@portlandtriumph.org

1958 Triumph TR3A Works Rally Car



Chassis No. TS/23870-O	One of four TR3As entered by the Triumph Works Team in the 1958 Monte Carlo Rally
Engine No. TS/24229-E	2nd overall in the 1958 Circuit of Ireland Rally with Desmond Titterington
Documents: UK V5	1st in class in the 1958 Tulip rally with Stuart Turner Includes FIA HTP papers and FIVA Identity Card

Standard-Triumph entered four Triumph TR3As for the 1958 Monte Carlo Rally bearing near-sequential registration numbers: VRW 220 for Paddy Hopkirk/Jack Scott, VRW 221 for John Waddington/Mike Wood, and VRW 223 for Maurice Gatsonides/Marcel Bequart and VRW 219, for Annie Soisbault/Tish Ozanne.

Poor weather delayed Waddington – in this particular car – and he was excluded from the event before reaching Lyon. However, excluded parties could continue to Monte Carlo to compete in the Driving Tests on the promenade at the end of the rally – a detour rendered worthwhile when the pair finished 3rd in the standalone event.

April, VRW 221 was driven in the Circuit of Ireland Rally by former Works Jaguar and Ecurie Ecosse driver Desmond Titterington. Co-driven by Brian McCaldin, Titterington secured 2nd behind fellow Ulsterman Hopkirk, ensuring a welcome 1-2 for Standard-Triumph. Later that month, Ron Gouldborn assumed driving duties of VRW 221 for the Tulip Rally and – ably assisted by Stuart Turner – scored a class win and 10th overall.

In the Rallye des Alpes, VRW 221 reverted to being crewed by Titterington and McCaldin, finishing 8th overall and 3rd in class. The car's final Works outing was the Tour de France, driven by Australians David McKay and David Lewin. The car ran strongly

1958 Triumph TR3A Works Rally Car (cont.)

(Continued from page 12)

throughout, and was running 15th overall on the final night before brake problems caused them to crash into retirement on the final day.

Sold by the Works in 1959 to former driver Ron Goldbourn, a succession of owners ensued before VRW 221 entered long-term ownership with Martyn King, who sensitively restored the car, taking great care to preserve as many original components as possible. After a period of Austrian ownership between 1996 and 2009, the car was repatriated to the UK and has remained there since, competing in numerous historic rallies, including the Three Castle Rally and the Rally of the Tests.

Impeccably presented – with unusual competition hardtop – in its original colours of Apple Green over brown leather, VRW 221 remains a highly significant car. Thought to be the only one of the '58 Monte Carlo cars surviving, it retains its original engine and 'period' rally spotlights, and is eminently eligible for the myriad historic rallies and tours currently operating worldwide.

Taken from Sotherby's web page

<https://www.rmsothebys.com/en/auctions/PA18/Paris/lots/r0007-1958-triumph-tr3a-works-rally-car/565505>

Sold for € 184,000, 2018.

Idaho British Car Club Invite

Shortly before going to press we received an e-mail from Rick at the Idaho British Car Club inviting BCTR members to a couple of their events. So, we managed to carve out a small section for them. (Sorry IBCC you didn't get a full page like your neighbours at Tyee Triumph).

The Summer Tour is from June 21st to 24th starting in Boise in heading up to Idaho Falls in June. It is a three-day event packed with drives, tours, car show and closing with an awards dinner. For more information go to <https://www.idahobritishcars.org/st2018/>. Note you will have to register, forms are also on line.

Later in the year is the Southwest Idaho All British Field Meet, September 15th - 16th. The two-day event will start in the mountain town of McCall ID on Satur-

day, the 15th for a "show and shine" style car show followed by a drive to the Treasure Valley for dinner that night. On Sunday, the 16th, the event continues at The Village At Meridian for a show that includes a Beatles tribute band, beer tent, local artisans and much more! This year the Morgan Owners Group NW will also participate and there will be a birthday party for the Triumph TR250!

Rick also provided the following links for further info and strongly recommended the video of the 2017 SWIABFM event:

<https://vimeo.com/257551575>

The Village At Meridian:

<https://www.thevillageatmeridian.com/>

IBCC: <https://www.idahobritishcars.org>

SWIABFM: <http://www.swiabfm.org>

Race Car History



drove a Triumph powered Morgan #4 Supersport. George was the sole B.C. distributor for Morgan and his dealership was set up in Sidney on Vancouver Island and in the later years moved to 12th and Boundary on the Lower Mainland. "G.B." and the Morgan won almost every race he entered

In the fall of 1959 the Westwood Racetrack was completed after a lot of us from various clubs put in several hours, especially on weekends to help the Sportscar Club of BC build this much looked forward to circuit.

The track was named after the Minister of Recreation Earle Westwood who gave it the government's blessing.

It was the first club owned track in North America and went on to host several big named drivers, i.e. Gilles Villeneuve, Uncle Jacques, Birtil Roos, Danny Sullivan, Michael Andretti, Keke Rosberg, Rodger Ward, Olivier Gendebien, Peter Ryan, Bruno Giacomelli and of course several more local northwest drivers that earned fame locally.

One that stands out for me was G.B Sterne who

in its class and achieved the championship three years in a row! (Great advertising G.B.)

The car was passed on to another good driver, Doctor Ernie Ledgerwood its number changed to 99 for the 1966/67 seasons. It then moved again to Portland Ore. Then repainted from white to black to B.R.G. The car was rolled at Seattle raceways in 1971 and had a full restoration in '91.

It was then sold to Knut C. Hallan who with his brother Gro owns the Morgan dealership in Oslo, Norway called "Roadster Square" and it is still actively racing! At the Le Mans classics in 2002 and 2004 as a private team it finished respectfully as a correct 1963 Morgan (with help from the trusty TRIUMPH).



G. B. Sterne
Driver

John Hunt TR6

DOT What?

The one job I was really dreading in my TR5 restoration was putting fluid in the brake and clutch systems. It seems like a relatively simple job so why the problem? Well the reason, of course, is that I have very little confidence in my piping fitting ability. Electrical work is fine, I can run wires, trace circuits, make reliable connections etc. without any problems; it all makes sense to me. But hydraulics and piping are another story completely. I understand the principals but the practical side is another matter. For some reason I always seem to either end up with the wrong fitting (it seems like there are hundreds to choose from), over/under tightening the connection or some similar blunder. The result is nearly always the same - leaks. Now I know that brake fluid is great paint stripper so I certainly didn't want that all over my newly restored car.

I was explaining this to Steve at PanelCraft and he said why not use DOT 5 fluid? I have to confess my ignorance because, at the time I was not aware that DOT 5 brake fluid didn't strip paint but the fact that it didn't made it seem very well worth looking into. So, I went on the internet to see what I could find out about it. Certainly, a simple comparison of the physical properties of DOT 3, 4 (both glycol-based fluids) and DOT 5 (silicone-based) would seem to suggest that DOT 5 is a viable option and has some plusses besides not stripping paint. But then looking at comments on various forums and other internet musings, I found things were not nearly so clear cut. Although some users reported no problems and were very happy with it, there were many horror stories from users reporting things such as seals being eaten away, fluid turning

black and lines becoming plugged, to name but a few. This was not what I wanted to read!

I asked a few friends that did their own car maintenance work and, perhaps not surprisingly, got a similar range of responses. Some said they use it and liked it, others said they either they had had problems with it or they knew of people who had problems and wouldn't touch it.

To make matters more confusing, both brand new clutch and brake master cylinders that I had bought came with very clear warnings in the literature and on the filler cap of the brake unit, that only DOT 3 brake fluid should be used. But when I phoned Moss to ask them about the warning they said that they couldn't explain it as they have used DOT 5 fluid in cars with these same cylinders and haven't had problems.

Finally, a friend made a very sensible suggestion. If I wanted to use DOT 5, he said, why not try it in the clutch system first. At that stage of the rebuild, it's relatively easy to access if repair work is necessary and if there is a problem a new set of seals would be relatively inexpensive.

And so I did and as things turned out, I have to say I am glad I used DOT 5. I filled the clutch master cylinder and left it overnight. Coming back the next morning I found the level in the reservoir considerably lower. My heart sank as I thought of the seals being eaten way and having to strip out and repair all the clutch hydraulic components. But after a little investigation I could find no sign of the slave cylinder leaking, no indication of the master cylinder leaking at the piston nor any black bits floating in the reservoir. Finally, I traced it down to the hard

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DOT What?

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pipe connection at the master cylinder which had not seated properly and fluid had leaked from there



down into the engine compartment. What a mess that would have been if I had used a glycol-based fluid, but with DOT 5 silicone-based fluid the clean up was fairly straightforward; lots of paper towels and kitty litter.

After I had cleaned things up, seated the pipe correctly, filled and bled the system it seemed to work just fine. I monitored it for a few days and the fluid level remained stable. With this small victory behind me I plucked up the courage to fill the brake system with DOT 5 fluid and to my amazement, nothing leaked. All the seals held and more amazingly still all the tube connections held, even my flare joints! I bled the brakes with the help of my son and now have both hydraulic systems charged and ready for service when I finally get the car on the road.

All the brake fluids have some plusses and minuses but for me DOT 5 seems to be a success, although I guess I won't really know for sure until I drive the

car for a while. More to the point though, it saved me from having to do a major paint repair which is why I wanted to use it in the first place. Maybe I was just lucky although from what I have read, DOT 5 should in theory work for anyone. Still that doesn't explain some of the horror stories people have written about on the internet.

This obviously isn't meant to be an in-depth review of the relative merits of various brake fluids. There are several other brake fluid properties that people may wish to consider depending on how they drive their vehicles and lots of information on the internet. This is just a small part of my experience while I was restoring my car. However, it did lead me to wonder about the experience other members of the club had had with brake fluids. And so I am hoping members who have any experience or any thoughts on the subject will drop me a short email with a response to the simple questions:

- *Do you use or have you in the past used DOT 5 fluid in your car(s)?*
- *If so have you had problems with it or not?*
- *If you have never used it, would you consider doing so or have the bad experiences of others put you off?*

If you have any additional comments, they would be welcome and I will try to summarize the replies I get in the next newsletter.

Jonathan Clegg

jonathanc5885@gmail.com

BCTR Meeting Minutes

December 13th, 2017

President's Report	Brian Thomlinson called meeting to order at 7:31 pm.
Minutes	November 8th meeting minutes accepted. M – Brian T. / S – Barrie P. / C
Treasurer's Report	Keith Sparkes reported the current balance.
Editor's Report	Note : New editors have been found, Jonathan Clegg and Bryan Wicks will co-edit the BCTR quarterly newsletter, huge thank you for taking over.
Regalia	Keith Sparkes has stock for sale at the meeting, see him directly. Some on sale items.
Membership	Ken Nicoll reports TBD paid members to date, 20 at tonight's meeting.
Correspondence	Jerry Goulet received correspondence from Eugene Marcot re dues; Drive your Triumph Day: Haggerty survey; Lotus owner looking for wheels; MOSS Motors Don Williamson offering events support & documents.
Past Events	Greg & Cheryl Winterbottom hosted a beautiful pre-Christmas get-together Sunday, December 10 th . Thanks Greg & Cheryl for again hosting a great holiday event. BCTR ATDI 2019 Planning meeting, Dec. 6 – Alec Mielen agreed to act as Chair with Richard Walker assisting.
Future Events <i>Please refer to BCTR web site often.</i>	Annual BCTR Banquet Sun. Jan. 21 Guildford Golf Club, 152 St. RSVP Barrie Puffer or Keith Sparkes, \$40 each, see BCTR website, HOME page, News. Boy's Run 2018 June 7,8,9,10 - Richard Walker has agreed to organize the run working with Jerry & Alec. 2018 ATDI Salem OR. Aug 10-11-12. Some travelling Thursday via Shelton WA (Casino, some rooms still available). 2018 Triumphest Sacramento CA. Sept. 27-30 Sacramento Hilton Arden West.
New Business	Ken Nicoll proposes meeting for brunch 3 rd Sunday of the month, 11AM different venue each month (assuming restaurant). Ken Nicoll proposes a periodic 2-day drive bringing spouses, sons, daughters etc.
Technical	Bryant Paulsen has completed an HVDA Toyota 5-speed conversion on his TR4A IRS, and is now commencing a tear down in preparation for paint.
Video & internet	None tonight.

Meeting adjourned at 8:40 P.M. NEXT Meeting Wednesday, January 10th, 2018 /AGM

BCTR Meeting Minutes

January 10th 2018

President's Report	Brian Thomlinson called meeting to order at 7:37 pm. This is Brian's final meeting as President and a huge thank you from the club for all the work and dedication to BCTR.
Minutes	December 13th meeting minutes accepted. M – Brian Thomlinson/ S – Jerry Goulet/ C
Treasurer's Report	Keith Sparkes reported the current balance. Keith also submitted the 2017 Income Statement and Balance Sheet for review & acceptance. M – J.Goulet / S – D.Roger / C
Editor's Report	New editors have been found, Jonathan Clegg and Bryan Wicks will co-edit the BCTR quarterly newsletter. No other developments to report.
Regalia	Keith Sparkes has stock for sale at the meeting, see him directly. Some on sale items.
Membership	Ken Nicoll (sick)/Brian reports 58 paid members to date, 19 at tonight's meeting.
Correspondence	Red cooler left at Winterbottom's, please claim. Jerry Goulet received email from Ken and Joanne requesting pictures of club events be submitted for the club archives. Bob Norquay in Cloverdale emailed he has a Stag and may be attending a future meeting.
Past Events	As previously reported, no other events.
Future Events <i>Please refer to BCTR web site often.</i>	Annual BCTR Banquet Sunday, January 21 Guildford Golf Club, 152 St. Door opens at 6 PM, Dinner 7PM. 44 signed up. RSVP Barrie Puffer or Keith Sparkes, \$40 each, see BCTR website, HOME page, News. \$20~ gift exchange if you wish to participate . . . Boy's Run 2018 June 7,8,9,10 - Richard Walker has agreed to organize the run working with Jerry & Alec. 2018 ATDI Salem OR. Aug 10-11-12. Some travelling Thursday via Shelton WA (Casino, some rooms still available). 2018 Triumphfest Sacramento CA. Sept. 27-30 Sacramento Hilton Arden West.
New Business ELECTIONS * * * *	Richard Walker was nominated for President (formerly VP) and has accepted the nomination. By acclamation he was accepted as the new BCTR President. Kelly McPherson offered to stand as VP in place of the outgoing Richard Walker. By acclamation he was accepted as the new BCTR VP. All other positions will continue with current members.
Technical	Bryant Paulsen is looking for suggestions to remove the TR4A lock surround. Dave Rodger noted his experience with (burning oil) synthetic oil on high mileage vehicles and resulting dangerously low oil pressure. Was advised to use conventional oil in place of the synthetic. Denis Thompson is looking for a source of hi-tension lead terminals.
Video & internet	None tonight.

Meeting adjourned at 8:40 P.M. NEXT Meeting Wednesday, February 14th, 2018 /AGM

(Note: February 14th minutes to be included in next newsletter.)

Something Completely Different...sort of



Only in New Zealand
(and probably Australia)



No explanation necessary



From the Editors

As new editors of the club newsletter we would like to thank Joanne and Ken for their exceptional efforts putting together the newsletters over the past three years. We hope to continue producing the newsletter at the same high standard but having never done this before it may take one or two issues to get all the wrinkles ironed out, so please bear with us.

In order to continue with the newsletter we do need the membership to continue sending in articles for publication. The articles can be as long (within reason) or as short as you like, sometimes pictures and a few sentences are all that is necessary. Provided they are related (even vaguely) to the activities of the club they will be welcome. Articles of a technical nature that may help other members facing similar problems are particularly welcome. Literary skill is not a requirement but if you would like us to review the articles for you first we will be happy to do so, just let us know. Even just suggestions for articles can be helpful sometimes.

Comments on previously published articles are also welcome as long as they respectfully worded. If you do not have access to a computer, we will gladly retype any hand written items you may wish to send in. You can hand them to us or to a member of the Executive at the monthly meetings. Alternatively if you call me at 604 771 2795 I can provide you with a mailing address.

We would like to thank, sincerely, those that have submitted material for this newsletter and the couple of items that we did not include due to layout reasons (we have to print in multiples of four pages) will be included in future issues.

Triumph Heritage is published four times a year (March, June, September and December) and is distributed to its members as part of their annual dues. Only paid-up members will receive the quarterly publication on a regular basis

Memberships

Memberships

Membership dues are \$40.00 per year and are due by December 31st.

Family Memberships

Family memberships are \$50 for households that have two continuously active members. The second member is entitled to vote at all regular BCTR meetings.

For membership renewals, contact: BCTR Registrar - Ken Nicoll kdnt6@gmail.com

Monthly Meetings

BC Triumph Registry Monthly Meetings are held the ***second Wednesday of the month.***

Location:

MEETING LOCATION

As of January 2016, the BCTR meetings are held at the Cloverdale Fairgrounds, 6188 -176 Street, Surrey

Time:

Start at 7:30 pm sharp!

Continued from previous column

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.

If there is an error in your name or address or you have moved, please let the editors know. The Club and the Quarterly Publication will be as good as we collectively make it and we thank the members who contribute to making it interesting.

Jonathan Clegg and Bryan Wicks

Regalia

All items available with BCTR Club or standard Triumph logo. Order from Ellen by email: kesparks@shaw.ca

Embroidered Cloth Crests

2½ inch diameter

\$10



Aerial Flags \$5



United We Drive Pins 1 3/8" x 3/8" \$3



Long Sleeve Henley

Pocket, tagless back neck, logo horn buttons, taped neck and shoulder seams.

Black or olive \$42

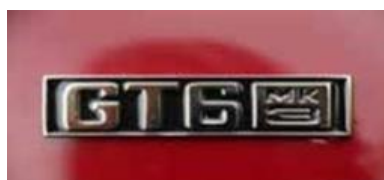
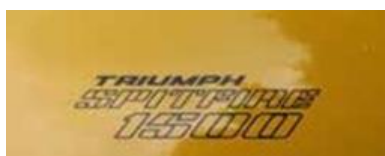
Men's Melton Wool Jacket

Leather sleeves and stand-up collar, rib-knot cuffs and waist band, snap front closures, full Taffeta lining, inside pocket, with logo. Sizes S—5X

\$175

You can order direct from Capricorn One in the UK. They have a wide range of Triumph Auto items. Their website is www.capricorn1.co.uk. All items for all Triumph cars displayed when you click on "Triumph"

Some Club Cars!



People that make BC Triumph Registry Tick.....



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GT6	Jerry Goulet	jerry.tr3a@gmail.com
Spitfire	Barry Puffer	bpuffer1@shaw.ca
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Upcoming Events—2018

If you have an event that you think would be of interest to BCTR members and would like to have included in this list, please contact Vladi Kuzel- vkuzel@telus.net

March

March	BCTR March Drive	TBD Check web site for details.
March 14	BCTR Meeting	Cloverdale Recreation Centre 6188-176 Street, Surrey. Meeting starts at 7:30 pm
March 18	BCTR Sunday Brunch	Planned by Ken Nicholl, see web site for details.
March 18	Pat O'Brien Rallye	Starting at Colossus in Langley 10 AM. Entry fee is \$20.00, proceeds to charity.

April

April 11	BCTR Meeting	Cloverdale Recreation Centre 6188-176 Street, Surrey. Meeting starts at 7:30 pm
April 14	Tulip Rallye Burlington WA	The Rallye starts at the Cascade Mall, Exit 230 on Hwy I5, check-in is 8-9:30 am, Driver's Meeting at 9:30, departures commence at 9:45.
Apr 22	St. Georges Day	St. Georges Day British Motoring in Fort Langley hosted by LAMB
Apr 21-22	SCCBC Racing Mission, BC	Sports Car racing at River's Edge Race Course in Mission. A SCCBC/CACC event.
April 28 or 29th	BCTR April Drive	Organized by Dale McRoberts and Ken Winterbottom, see web site for details.
April 29	All British Auto Jumble Portland Oregon	Swap Meet and Car Sales, Montgomery Park Parking Deck, 2701 NW Vaughn St., Portland, OR.

May

May 5-6	SCCBC Racing Mission, BC	Sports Car racing at River's Edge Race Course in Mission. A SCCBC/CACC event.
May 6	Restoration Fair and Swap Meet	Heritage Acres, 7321 Lochside Drive, Saanichton, BC. Hosted by OECC Southern Island Branch
May 6	Poppy Car Show Langley	DW Poppy Secondary Back Field 23752 52nd Ave, Langley 8:00 am – 10:00 am (Participant Entry) 10:00 am – 3:00 pm (Public Entry)
May	BCTR May Drive	TBD. Check web site for details.
May 9	BCTR Meeting	Cloverdale Recreation Centre 6188-176 Street, Surrey. Meeting starts at 7:30 pm
May 19	ABFM	All British Field Meet - a Vancouver All British Classic Event
May 19	BCTR BBQ	Post ABFM organized by Trisha and Adrien Moore. Details TBA
May 20	Run to Whistler	All British Run to Whistler
May 25/26	Coastal Auto Swap Meet	Tradex, 1190 Cornell St., Abbotsford BC Saturday 8.00 am - 4.00 pm, \$8.00 per day

JUNE

June 3	British Invasion	Old English Car Club British Invasion Car Show, Langley
June 7-10	Boys Run	BCTR Annual Boys Run organized by Richard Walker
June 10	Sockeye Run Car Show Richmond BC	Sockeye Run Car Show in Steveston Park, Richmond BC
June 13	BCTR Meeting	Cloverdale Recreation Centre 6188-176 Street, Surrey Meeting starts at 7:30 pm
June 16	British Car and Bike Show	BritsBest Classics will be held in Radium Hot Springs.
June 21 -24	IBCC Summer Tour	Starting in Boise and heading to Idaho Fall. Check the IBCC web site for details and registration. www.idahobritishcars.org/st2018/
June 23 -24	SCCBC Racing Mission, BC	Sports Car racing at River's Edge Race Course in Mission. SCCBC/CACC event.

- For more detailed information and future events, check out the BCTR website: <http://www.bctrumphregistry.com/>
- All dates are subject to change. The information has been gathered from outside sources and we take no responsibility for errors or omissions.

Hawkes Bay Museum (cont.)

