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TRIUMPH HERITAGE



Lyle Dickson in his 1973 TR6

See Page 8 Member Profile

A Quarterly Publication for Triumph Enthusiasts from the BC Triumph Registry

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President's Message



As we start a new year and having survived the coldest February in history it is time too look forward to a good year of driving and events.

Firstly I would like to welcome Ken Nicoll back and Lee Cunningham to the executive. A thank you goes out to Kelly Macpherson and Charlie Dooley for their work last year.

The big event for this year is ATDI in Penticton in September. The organizing committee, lead by Alec Mielen, is work hard on what will be a great event. Many other events are in various stages of planning, more news and information will be sent out as details are available.

I look forward to seeing you out at many of these events.

Richard
BCTR President

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BCTR extends a warm welcome to the following new members:

Dennis and Janie Popowich of Langley, BC, who own a red TR8

BC Vintage Truck Museum - Feb 16th

Brian Thomlinson organized and recorded the only BCTR February club outing. Many thanks, Brian.

Chevrolet, Diamond T, Dodge, FWD, Graham,

Hayes, Indiana are but few of the names that you will see on the front of the vehicles displayed at the BC Vintage Truck Museum just down the street from where BCTR meet every month. Thirteen TR club members turned out to get a tour through the museum this past week and were very kind with cash donations to the museums cause.

It was interesting viewing the collection that showcases British Columbia's transportation history, from Bob King's trucks to Shell Oil's 1929 White Tanker with 29 HP. (imagine the performance) and the Standard Oil 1935 Dodge Airflow enroute to it's restoration that has been ongoing for years. There is even a British truck that once was used by the BC forest service on display. You will have to visit yourself to see firsthand that and other memorabilia on display, something I encourage.

There is another British vehicle that's over 100 years old on display and again I encourage everyone to visit and find out what it is . The museum has a

board of directors with automotive interest or background and they as well as the group of volunteers donate their time to keeping the facility and the artifacts in good nick. The museum accepted two major

vehicles from the Williams brothers (Jim & Tom) who donated a truck and trailer while we were there. (See Photo – Credit writer)

Our BCTR drive was (in fact), just getting to the museum and I wish to thank: Bob, Alec, John, Gary, Olivier, Chris, Jerry, Lyle, Norm, Keith, Ellen, Vlad (Mr. February) who came, toured, chatted , then went off for lunch for more BSing or socializing afterwards . (There were No TR's – just their driver's – it's winter!)

I appreciate all of your attendance and wish to

encourage everyone's club support by personally volunteering time to organize a tour, drive, luncheon, car show or other event benefitting BCTR. It doesn't take a big commitment – Give back some of what you get when someone else steps forward!

Brian Thomlinson -TR250

Tour organizer



Above: the tour group minus Brian who was taking the picture. Below: John Hunt with an exhibit.



2019 Annual Banquet

Many thanks to Charlie Dooley for remembering to bring his camera to the 2019 banquet and provide a great array of photos to record the event. Great job Charlie! He also wrote a brief summary of the proceedings in his email:-

“Jerry Goulet awarded member of the year for all his work and contributions to make the club great.

Lyle won the door prize

The only Triumph there, Mine! LOL! 1981 TR8. Upgraded 3.9 L with 263 Torque and 263 BHP. LOL! I put about 10,000 KMs on it this past year! It was a beautiful warm weekend and relatively warm evening so I decided I'd bring it and get some members shots around it.

A scrumptious Baron of beef buffet dinner.

John Hunt looking dapper with his young date. “He still got it” LOL! “

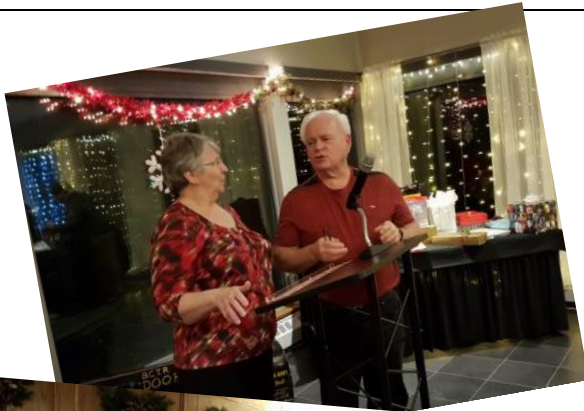
This page top: Larry runs the reverse 50;50 draw.

Bottom left: John with guest. Middle and lower right: guests talk at the tables and attend the buffet.

Opposite page top: Barrie and Jeannette. Left and lower: guests gather around the tables. Right: awards are handed out by Barrie, Keith and Alec to Lyle (door prize) and Jerry (member of the year).



2019 Annual Banquet



2019 Annual Banquet (cont.)

Guests take a photo op with Charlie's TR8



Dolomite Sprint in New Zealand



This Dolomite Sprint, obviously intended for some serious rallying, was spotted by co-editor Bryan Wicks during his New Zealand vacation.

2019 ATDI - Penticton

This year is BCTR's turn to host the 39th ATDI, that will take us back to the Okanagan at the end of summer, **September 20 - 22**. Be sure to reserve your room now by calling the Penticton Lakeside Resort at **1-800-663-9400** and quote 'ATDI' for the Triumph Cars event group rate. Checkout the Lakeside Resort at <https://www.pentictonlakesideresort.com/>. Arrive early and explore the quiet roads of Wine Country. Follow us on [http://](http://www.bctr.com)



The British Columbia Triumph Registry welcomes you to the 39th
ATDI at Penticton, BC
Penticton Lakeside Resort and Conference Centre
Reservations 1-800-663-9400 Quote 'ATDI'
September 20 – 22, 2019
(Yes, comfortable September)



www.bctr.com with ing forward to seeing you there. It's the journey and Registration scheduled to open later in March. Look- the destination. Safe drive.

Idaho Summer Tour

Our friends at the Idaho British Car Club have extend an invitation to our Club to join them for their 2019 Summer Tour, "Discover the Palouse" in Moscow ID. The dates are June 27-30, 2019.

More information and registration details can be found on their website at <https://www.idahobritishcars.org/st2019/>.

Rick Mills writes,

"If you have not traveled through the Palouse of Eastern Washington and Northern Idaho, you are in for a treat!

Please let me know if you have any questions. You Thanks."



Member Profile - Lyle Dickson

I have been a BCTR member since 1992. I have owned my 1973 TR6 since May of 1989. The car was found with a FOR SALE sign on it parked outside the Van Dusen ABFM. At that point the car had been owned for about one year by a lady who was preg-



nant and just didn't have space to keep the car. She had attached a wooden block to the clutch so she would be able to push it in far enough to engage. Her husband raced a Morgan and they decided that was the car they would keep. Prior to that the car had been a one owner vehicle since being purchased new in February 1973 at Gordon Import Autos in Vancouver for \$4,370.

I have all the repair bills for the vehicle since it was new. I keep thinking I should list them and add up the total to see what can really be spent on a car but then am afraid what the total might be and just keep putting the new bills in the file folder with the old ones.

At the time I acquired the car in 1989 it had about 89,000 miles on it and the motor was getting a little tired. A full motor rebuild was done in 1990 at a now defunct British car repair shop in Surrey. The mechanic who worked on the car was a Brit who had

made a career of fixing British cars but didn't drive one. I recall he drove a nice V8 Chevelle. Since that time there have been no issues with the engine itself and the car does not burn oil at all (leaks a little now and then).

In 1991 I decided to fix the few minor body issues and repaint the vehicle in its original colour. I have often regretted that I did not want to spend the extra cost then to pull the motor and have the engine bay repainted as well. The result was original paint in the engine bay and new paint everywhere else. The body was basically rust free except for a couple of minor issues and was very straight, no accidents or major issues. Paint and body work was done at Alistair Black Special Services in Cloverdale who did an excellent job including installing a roll bar at the time.



They have continued to maintain the car since that time.

For about 10 years the car was driven with regular plates so I could drive it to work on nice days. Our daughters had purchased a vanity plate for me, WLD TR6. Many people thought this stood for Wild TR6,

Member Profile - Lyle Dickson

and I was often asked what was wild about it, but in fact it was just my initials as Lyle is my middle name.

The TR6 was not my first TR. In 1964 when still in high school I purchased a red 1957 TR3. I was working cleanup on weekends at a plywood mill earning union wages, like \$2.00 per hour so was able to afford a car. I had a 1956 Meteor which was a very comfortable car but really sucked gas. Two other guys at the mill had a TR3 and a Spitfire so I sold the Meteor and brought a TR3 and became part of the British car group. We only have only one black & white photo of this car with Fern, myself and her younger sister. I had that car for one year and really enjoyed it in the summer but it was the coldest winter in years with lots of snow. Not great for a TR3. I recall keeping a squeegee in the car so on rainy or



snowy days I could reach out periodically and clean the windshield because the wipers only worked intermittently. After a year the TR3 had some issues that I could not afford to fix so I traded it even up for a 1959 Plymouth 4 door. That was the ugliest and worst car I have ever owned and in fact because of that experience I have never owned another Chrysler product. I always wanted another Triumph but had to



wait until the kids were grown up a bit and finances permitted an extra car.

At the time I joined BCTR meetings were held at the Edmonds Community Centre in Burnaby and were attended by about 15 members. The first out of town major event that I recall attending was the 1993 VTR National Convention in Everett. They arranged all of the cars in several rows in a semi-circle and took a picture with a camera on a track on a ladder. I have this photo framed in our recreation room. It is about four and one half feet wide and less than one foot high. Several of the long time club members are also in this photo.

We have had many enjoyable drives in the TR6. We try to go to all the ATDI events and one or two other shows annually. For several years many of the BCTR members went to the Rally in the Valley and this was always a great trip. I have not made it to any of the annual Boys Runs as this happens very close to the time I go on an annual fishing trip to Langara with a group of close friends. We have never had a serious mechanical issue on any of the longer trips we have taken but unfortunately have come on the hook a

(Continued on page 10)

Member Profile - Lyle Dickson (cont.)

couple times locally. This includes a beautiful Easter Sunday one year when we were left at the side of the road due to a fuel pump issue. Eventually a tow truck came and took us home but it was not a fun afternoon.

We used to make it to more club drives but in recent years have been playing golf on nice weekends. Like many recreational golfers we continue to be under the illusion that if we play more we will actually improve. That doesn't seem to happen but it is still outdoor exercise in a nice atmosphere. Perhaps when I cut back seriously on my work schedule there will be more time for car related outings.

I am not the least bit mechanical, relying on others for any serious maintenance work. I like cleaning and polishing so try to keep the car always looking fresh.

Since it is now over 25 years since the paint and body work was last touched there are a few age spots here and there and that is just fine as the owner has some age issues also. I intend to keep the TR6 as long as I can. We have recently decided to move to a condo in 2020 but are arranging for a garage facility at our daughter's home in Abbotsford so there will be room for the toys.

The BCTR seems to attract good people and Fern and I have enjoyed our relationships with members over the years. We wish to continue as members for many more years and hope the club can attract some younger members to carry on the British car traditions.

Lyle Dickson - TR6

Mystery Garage

A contributor whose wished to remain anonymous sent in these photos. Whose garage is it? Take a guess. Hint - it's not Bryan Wicks' garage.



Funny Thing

This article is only vaguely about cars or Triumph due to the fact the we were driving to a club meeting but anyway here goes. Bryan Wicks and I were on our way to the BCTR October club meeting, when a funny thing happened. We were travelling down Kensington Avenue in Burnaby, past the CG Brown swimming pool, and came to a stop at the traffic lights by the tennis courts when I heard someone beeping their car horn. Bryan heard it too. It sounded like a “Hey your tail light is out” kind of beep-beep rather than a “Hey you cut me off you f&!! x8*#!!!!”

I was pretty sure whomever it was was not beeping at us because we were in my wife’s new all electric 2018 Nissan Leaf which has a warning light for just about everything and was not showing any signs of malfunction. (In fact, I think it has a warning light to indicate when one of the warning lights is not working, but I haven’t actually found that one yet in the Owners’ Manual.)

Anyway, I digress; having decided it was not us that the beeper was beeping at we started our conversation again. But the beeping continued, not aggressively, just as before a short beep-beep and it was definitely coming from a vehicle close by so we stopped chatting and scanned the traffic again. This time Bryan spotted a car in the adjacent lane on his side about half a car length back. It was an old matt black, Japanese, two-door sedan that looked like it had been painted using spray cans and might have been quite at home in a demolition derby. The driver, who looked in character in the vehicle, was looking intently in Bryan’s direction.

So, Bryan rolled down his window (more accurately he pressed the button to lower his window) and enquired of the aforementioned driver as to the nature of the problem. The reply he received was a curt

“Hey Whitey, fxxx yxx.” Somewhat taken aback by this he enquired again and received a slightly re-phrased reply, “Fxxx yxx Whitey!”

Now I could sense that Bryan was feeling inclined to discuss this further with the other driver so I pointed out that we were cutting it fine for the meeting, and fortunately at this point the lights turned green and off we went. The other driver went on his way and as far as we could tell never gave us any further thought.

Now the funny part about all this is that the driver who was addressing Bryan as “Whitey” appeared to have the same skin tone as Bryan. Which left us both wondering what this was all about, clearly not a racial issue. Perhaps “Whitey” had some alternative connotation to the other driver. Oh well, it just goes to show what colourful and interesting characters you can encounter at the traffic lights in Burnaby...or anywhere for that matter.

Jonathan Clegg—TR5



Johannesburg TR Gathering (late 70s)

I was going through some old slides recently when I came across some which, at first glance, I thought were from one of my first BCTR meetings, late 80s or early 90s. I had them scanned so that I could store them on my computer for easier access. When I got the scans back and took a closer look, it was obvious they were from well before my BCTR days. In fact they go back to my time in South Africa. The license plates were a dead give-away and as I looked at the faces in the crowd, sure enough, I recognized a few people I had known back then.



Several of my friends had what we would now call classic sports cars. Back then they were just sports cars that were easy to work on. Dick had a Healy 3000 - he found out the hard way that media blasting was not a good way to remove paint from aluminum doors. John had an MG Midget and was working on a TR3A and Alan had an Alpha Spyder. Phil was always planning a restoration/build based on a VW layout but never got started on it while I was there.

All the cars in the photos look in great shape because, well its 40 years ago, so they are all much youngereven I looked better 40 years ago (which



Johannesburg TR Gathering (late 70s)

is not saying much). But Johannesburg's climate preserves cars well, yes it rains like hell in the summer but the rain dries quickly and it hardly ever rains in the winter. It's a bit like Arizona from that point of view, so rust isn't a big problem.

Being at over 5500' elevation though, the sun is very intense and can be quite hard on the paint if the car is not stored under cover. Its also hard on your scalp if you drive with the top down and no hat, as I soon learned to my great discomfort.



I don't remember any details of this particular gathering but I bought my TR5 in South Africa in early 1978 and I left South Africa just before Christmas 1979 so it would be in that time frame. It is also definitely winter (July or August) as the lack of leaves on the trees indicate and people are wearing sweaters. Yes, it can be cool there in the winter, even with the sun shining. I don't recall there being an official TR club but there were a few enthusiasts that got together from time to time. My TR5 is there, dark blue reg BTM 471T, and my friend John's TR3A project car can be seen on the trailer. Other than that, I cannot connect any of the vehicles with people I knew. *Jonathan Clegg TR5*



"Ah, there's the problem. I was swearing at the right part, but using the wrong words."

Origin of the Rover V8 Engine

The following article is taken from a 2006 edition of Canadian Driver and was written by Paul Williams. Thanks to Alec Meilen for forwarding this.

General Motors Vice Chairman of Global Development, Bob Lutz, has likely forgotten more



about cars than most people ever knew. Then again, he's got a heck of a memory, and with fifty years experience as an executive with GM, Chrysler and Ford, in both North America and Europe, he personally had a hand in many of the industry's key developments. As well as some of the less momentous, but intriguing events.

For instance, in Ottawa recently to meet industry executives at ethanol producer Iogen Corporation, and to discuss fuel efficiency technology with CanadianDriver.com and the Ottawa Citizen newspaper, Mr. Lutz gave some insight into a little known chapter in GM history.

Setting the stage, I arrived in my 1981 Triumph TR8, the last of a venerable line of British Triumph sports cars. Maybe Mr. Lutz wouldn't see the car, but if he did, I knew he'd be familiar with its engine, as it was originally a GM product.



As it happened, Mr. Lutz arrived in a black Tahoe whose driver parked right next to the blue TR8. A lifelong "car guy," Mr. Lutz hopped out and immediately gave the Triumph a look, then bent down to peer in the window, at which point I joined him and introduced myself as the owner of the car, and one of the people scheduled to interview him.

Did he remember the engine?

"Sure I do," he said. "It's the GM 215 aluminum "Rockette" V8. I've got one in my '62 Buick Skylark at home." (It was also used in the Oldsmobile F-85 and Buick Special of the same era).

Did he know anything about how GM came to sell the rights to the engine to the Rover company in England?



"That was me. I was tasked with getting rid of the engine and I actually did the deal to sell it. GM had prob-

lems casting the aluminum block in the vast quantities we needed. Aluminum was new to GM and people just didn't know about aluminum, and some didn't really want to. In any event, GM just wanted it-gone." (Some sources suggest that the US steel industry lobbied against the use of aluminum in engine manufacture, and that may have contributed to GM's decision to abandon their lightweight aluminum V8).

"So how much did Rover have to pay to get the engine?" I asked. "A million bucks. It was an outright sale. That included the full rights, tooling, equipment, line machinery, everything. In my opinion, it

Origin of the Rover V8 Engine (cont.)

was one of the best deals [for Rover] in the history of the automobile industry, and we ended up

getting pennies on the dollar given the development costs of the engine."

The "Rockette" became known as the Rover 3.5-litre V8, and went on to power all manner of vehicles through the 20th, and into the 21st Century, where evolutions of it could still be found in the Land Rover Discovery and Range Rover.

Displacement went up to 3.9, 4.0, 4.6 litres (ironically, BMW, then Ford purchased Land Rover and the engine tagged along) and the same basic engine even won the Formula One world championship driven by Jack Brabham (as the Repco V8).

Turned out, the aluminum casting was not a problem for Rover (which later folded with MG and Triumph into British Leyland, and explains how it ended up in the Triumph TR8), as they needed smaller volume production.

"Compared to GM, they pretty much hand-built it," said Mr. Lutz.

Regrets about selling their advanced aluminum V8 couldn't have been severe, though. If GM had wanted it back, they could have come to some arrangement with Rover, who apparently were thrilled with the acquisition. Although Rover had a history of technology development (see Bill Vance's CanadianDriver.com article on the Rover JET turbine car), "Rover would never have had the resources to develop an engine like that by themselves," said Mr. Lutz.



Today, companies like RPI Engineering in the UK have made a solid business supporting the Rover V8, where in England and other countries it has become the equivalent of North America's 350 small-block.



Although non-essential component manufacturing lines for the engine were recently sold at auction, Land Rover retains ownership of the "Rover" V8.



Ellerslie Classic Car Show 2019 – Auckland NZ

The Ellerslie Car Show in Auckland has been going since 1972 and is open to all marks from all countries, entry by invitation to limit the number of cars attending.

I was invited to attend the show by Bruce McLaren's cousin who happens to be a "senior" member of the Mini Club of Auckland (sorry...!) and was given the use of a restored Auzzi 1970 Mini Copper S, what one has to go through to get into a show free.

The Triumph group (TR Register New Zealand Inc.) were pretty well represented as shown in the attached photos. Great group of people who made me feel really welcome. Similar to ourselves they are passionate about their cars and we talked a lot about what some of them have gone through to get their cars into the incredible condition they are. And yes, the quality of the restorations borders on fastidiousness, absolutely beautiful. I actually saw the red TR2 a couple of days prior to the show, driving around a community I lived in during the 1980's but couldn't catch up to him. This TR2 is be-

ing brought back from being a race car. You'll note both a TR5 and "Purple" TR6 both with petrol injection. They both looked perfect to me. The Dove, TR4 fastback for those who do not know, started off as trailer full of bits and pieces. I've seen the photos.

Incredible amount of work by the owner to get it into the condition it is today.



There was what looked like a brand new Doretti, a Herald Coupe, regular Heralds, Spitfires, Spitfire Race Car, Stags and Sedans.

Ellerslie Classic Car Show 2019 – Auckland NZ



They are a well-organized group. I met the club President, and Club Register who has had this position for ever and actually remembered my car from when it lived in NZ.



I didn't get to talk to enough people in this club. I spent the entire day running around everywhere annoying as many people as I could with questions about their cars. I did take hundreds of photos and look forward to showing them at a club meeting sometime. The photos will show everyone the extent of the show and different cars on display.



Bryan Wicks - TR3A

California Car Culture

Greg Winterbottom wisely decided that February would be better spent playing golf in California than shoveling snow in BC. In between games of golf he visited a few car shows and very thoughtfully sent back some great pictures for the newsletter. Thanks, Greg.

The California Car Culture seems to be alive and well. Just the short time that I am in Southern California there have been numerous car events. The Winternational Drag Races have just finished, and March 3rd is the huge Pomona swap meet. There are literally miles of vendors. There were 2 auctions the first week of February, and the large McCormack's auction in the 3rd week. The Palm Springs Cruising Association organizes lots of shows and drives, that raises lots of charitable donations. Twice a month, they do a show and cruise on El Paseo Drive, which is their lovely exclusive shopping district. No Triumphs, but enough imports to make it interesting, and of course lots of American classics and hot rods.

Greg Winterbottom TR250



California Car Culture



More Photos from New Zealand

Looks Like a Triumph, but what model?



What make of car does this adorn?



Dr. George Charity Car Show

Fresh from his trip down El Paseo Drive, Greg takes in a charity show in Indian Wells. He sent a lot of pictures to go with this article, this is only about half of them.

The 16th annual Dr. George Charity Car Show was held on Feb 10/19 at the Indian Wells Tennis Garden. The Tennis Garden is a world class sports venue, and the cars are all displayed on the grass. This is the premier show in the Coachella Valley, and attracts about 700 cars from the South West U.S. It is put on by the Palm Springs Cruisin Association, and last year they presented a cheque for \$77,000 to the Desert Cancer Foundation. Only saw one TR3, but lots of other imports, in with all the classics and hot rods. There were Lo-riders, VWs, GT40s, more than 20 55-57 Tbirds, Woodies, a 1909 Buick, exotics, and even pedal cars. This is a must see show if you ever get the chance.

Greg Winterbottom TR250



Dr. George Charity Car Show



Relining TR5 Trunk

From the day I purchased my TR5 nearly 40 years ago the condition of the trunk or boot, whatever you want to call it, was a total mess. Not that I spent a lot of time worrying about it back then but the original cardboard gas tank cover was torn, bent and would never stay attached. The spare wheel cover had degenerated to being just a sheet of hardboard laying flat on top of the spare wheel and sliding around during cornering and braking. As long as I was driving it, I kept meaning to fix these issues but they were way down at the bottom of the list and nothing was ever done.

Now, as I am getting towards the latter part of my restoration project, I thought it was time to fix the trunk properly.

The first thing I tackled was the gas tank cover. I could have bought replacements from the usual suppliers and tried to beef them up a bit but I wanted to go for something a bit sturdier. I opted for some 1/4 inch underlay plywood which I painted black. Since the original cover had long since disappeared, I couldn't use it as a template so I made one from a large piece of cardboard. I held the cardboard in place, marked and gradually trimmed it down to fit the curves and lines of the trunk. It wasn't quite as easy as that because a piece of cardboard of the size required would not fit in the trunk, but by bending it and doing a little at a time I managed to get it to work. The top curve was quite easy but getting the bit under the fenders and around the wheel arches was a bit trickier. I transferred the outline to the plywood and after rough cutting, attempted a trial fit in the trunk.

Of course, 1/4 inch plywood is not as flexible as

cardboard and it soon became obvious that it was not going to go in in one piece. I decided to make a



joint on the left side where the old fuel pump had been and used small brass hinges with a removable pin as a means of joining them. This seemed to work quite well and should I ever decide (however unlikely) to go back to the old Lucas fuel pump it would be easy to modify the cover to fit. I soon had the tank cover shaped and after a trip to Lordco to replace the



lost screw clips I was able to fix it in place with some No10 stainless steel screws and washers.

I had the metal pieces from the old spare tire cover but they were in sad shape. The side rails had been braced by the previous owner, but barely adequately. The front metal stiffener had torn at its weakest point where it joined the side rails and the

Relining TR5 Trunk (cont.)

rear stiffener had also torn through one of the rubber bumper holes. I decided to stay generally with the original design so I cleaned up the side rails and front support and repainted them after adding some extra stiffening midway on the side rail. I threw away the old rear stiffener angle and replaced it with a piece of 1½ inch x 1½ inch slotted zinc plated angle that I had lying around. It wouldn't be seen under most circumstances and was very sturdy so I felt it was a good substitute.

I kept the front stiffener, but it was not very effective at stiffening, so I added a piece of 1 inch x 1 inch aluminum angle to reinforce it. Although this is visible, it is not very obtrusive so I felt comfortable with it.

Finally, I used the same 1/4 inch thick plywood I had used on the tank cover to form the deck but later decided to beef it up and laminated a sheet of 1/8th hardboard on top. I had to cope the plywood at the back to allow the heavier angle to fit. Instead of riveting the pieces together as per the original I opted to use #10 countersunk bolts throughout.

The spaces at each side of the spare tire cover always seemed a bit odd and difficult to load with anything as they were small and a good 1 inch lower than the area of the spare tire cover. In researching my car restoration on line, I had noticed some owners had filled this area and brought it level with the spare tire cover. It seemed a good way to solve the problem of how to make this space more useable even though it did slightly reduce the overall volume of the trunk. So I made a template of the side area and used it cut out pieces of the same material as the tire cover. Next, I added spacers to bring them



to the same height as the tire cover. After a trial fit I painted them and added some thin rubber strips to stop them rattling around while driving.

To finish the pieces, I went to HD and picked out a heavy duty, black 3ft x 4ft rubber backed nylon mat. I glued this to the main tank cover with contact adhesive but left the small hinged piece unglued since I would have to access it from time to time. To attach it I used self-adhesive Velcro strips which works quite well. I have noted since then that the Velcro



adheres well to the plywood but not so to the rubber backing of the mat. I may have to revisit this later.

I applied the same carpet to the tire cover but instead of gluing it down, I used some screws with large plastic washers, the thinking being that this

(Continued on page 27)

Shell - Canada 4000 Rally

The following article is taken in part from a September 1st, 2018 Globe and Mail piece by Matt Bubbers. In the first year of the rally the only Triumph entry was a Triumph Roadster driven by E.J. Watson of Ontario. It finished in a very respectable 37th place.. In

1964 Triumph entered three works TR4s, two of which came in in 16th and 17th place. In subsequent events a TR3, TR4s and TR4As were entered as well as a Triumph 2000, the latter finished 13th overall. -Ed.



The last Trans-Canada Rally took place in 1971, the same year the Trans-Canada Highway was completed. Knowing there was a paved highway to cross the country must have taken some of the thrill out of it.

The rally – which took place from 1961 to 1968, and in 1971 – sent competitors 6,400 kilometres across farmer’s fields, through sucking mud, over gravel roads and sometimes snow, with no GPS and often only each other for support. Amateurs like Myrna and Bill Williams and Tinkerbelle, their miniature poodle, competed against professionals like Monte-Carlo Rally winner Paddy Hopkirk, Formula 1 driver Pedro Rodriguez, and three-time Le Mans winner Luigi Chinetti.

“It’s a very well-kept secret,” said Marcel Chichak, who runs the website Shell-4000-Rally.org. His comprehensive archive of photos, documents and press clippings paint a picture of a gruelling, anything-goes event.

It’s another half-forgotten chapter in Canadian motorsport history that deserves to be remembered, if only because it seemed like so much fun.

“Well, of course everybody cheated,” said Don

McQuirk, who ran the rally four times. “It was sport. You didn’t get all mad just because you’d done something stupid. It’s probably a young person’s thing. There were a few people in their 30s, but not many older than that.”

McQuirk and his younger brother Colin drove an



A race team attempts to dislodge their car from the prairie gumbo

old Bentley through the mud – a 1951 MK IV that Don had restored himself. Always dressed in shirts and ties and jackets, the brothers garnered local and international media attention. There’s a newspaper photo of McQuirk in his Bentley, smoking a pipe while running a special stage.

Shell - Canada 4000 Rally



Triumph works team in Montreal
at the end of the 1964 rally

“That caused some amusement, to see us two among a room full of coveralls,” McQuirk said.

The rally route changed over the years, but most often went from Montreal to Vancouver, or vice versa.

“The impetus came from rallyists, and CASC [Canadian Automobile Sport Clubs],” said Chichak. Jim Gunn, chief organizer, was also instrumental in making the event happen.

“As the President of CASC, [Gunn’s] wish was to promote motorsport in Canada, and upon joining Shell, he saw the opportunity to ‘marry commercial sponsorship with the sport,’” according to a 1966 issue Canadian Track and Traffic magazine.

Shell became title sponsor in 1962, and the event was re-named the Shell 4000 Rally.

It was the only rally in North America sanctioned by the FIA (Fédération Internationale de l'Automobile), the sport’s governing body.

Car companies sent factory teams and professional drivers to grab headlines. The rally organizers were so happy to have such high-profile entrants racing across rural Canada that they occasionally turned a blind eye to a certain amount of rule-breaking,

Chichak explained.

Ford brought in a hot-shoe from Europe, Bo Ljungfeldt, only to have him wreck the team’s Falcon rally car somewhere in Alberta. Rumour has it that he went to a local dealer, got another Falcon and stuck his number plate on it. He promptly wrecked that car too.

“I’ve got pictures of him sitting on his upside-down car. That was pretty much last time he drove for Ford,” said Chichak.

Officially, only the driver and co-driver were allowed to work on the cars. But Don McQuirk remembers a smashed-up Ford Cortina screaming past and taking a sudden turn off the course. “At the next checkpoint, along comes the Cortina looking just as sprightly as ever. Just off-track they had a big semi-trailer with a workshop and parts and mechanics.



Thuner / Filder TR4 on the start ramp

Everybody knew it was done, but kept quiet.”

For privateers like the McQuirk brothers, the experience was quite different. He estimated the whole rally cost them \$300.

(Continued on page 26)

Shell - Canada 4000 Rally (cont.)

(Continued from page 25)

"I'd come home, take the junk out of the car, and off we went to the rally," Don remembered. "There was really no preparation other than making sure you had a full tank of gas and the radiator was full."

"You didn't spend a lot on food because you didn't have time to eat. You were more in survival mode: couple waffles and coffee."

In 1956, he bought the Bentley with a broken motor for around \$3,000. An electromechanical engineer by training and a self-taught mechanic, he fixed the motor himself.

The privateers relied on each other and the kindness of strangers. They didn't have any secret repair trucks waiting just out of sight.

Disaster struck the brothers' Bentley during the 1963 rally. Going over the Rocky Mountains, a landslide had strewn boulders across the road. Rocks ripped open the gearbox and oil pan and broke the brake rods. Stranded by the side of the road, a reporter stopped to ask what was wrong. "He wasn't allowed to help, but he did point out there'd be a case of oil around the next bend." The oil left by the reporter was enough to get the Bentley to a garage, where a local mechanic welded a patch onto the oil pan. "We just wrapped a towel or something around the gearbox hole, and we didn't have any troubles after that. We made it all the way to Montreal," remembered McQuirk.

They finished 24th out of 47 teams that year, beating a diverse range of cars, including a Studebaker Lark, Austin 850, Karman Ghia Coupe and a Corvette.

A five-page feature in Car and Driver magazine announced the winners: "A couple of lanky, relaxed, middle-aged Wisconsin engineers walked off with the biggest prize in North American rallying, first overall in the Shell 4000."

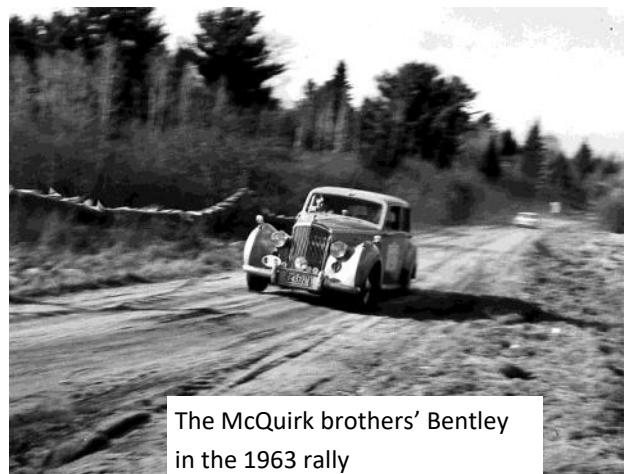
Marcel Chichak hopes that by keeping his online archive of the event alive, someone will pick up the torch and re-establish the Trans-Canada rally.

"I've had conversations with probably 100 competitors," he said. "Sometimes we'd be having a conversation, and they'd just go silent. They're gone. They'd pass away."

Don McQuirk is 86 years old. He still has that 1951 Bentley and keeps it in fine running order.

Motorsport isn't like it was back then, he says. "In those days you take your little car and off you'd go to one of the little racetracks around. It was easy. It was a pleasant day out. Almost like a picnic."

The completion of the Trans-Canada Highway marked a kind of symbolic end to this rough-and-ready motorsport. Crossing Canada became something to do on a family vacation, rather than a wild adventure. The west has been tamed, and so has mo-



The McQuirk brothers' Bentley
in the 1963 rally

Relining TR5 Trunk (cont.)

(Continued from page 23)

might need to be replaced sometime. The carpet is cut to the total size of the trunk floor but is only attached to the tire cover and just lays flat over the side spacers.

As far as I know there never were finishing pieces for the sides of the trunk but I decided it would look better if I made some. I used the same technique for the template and then cut the plywood and carpeting to suit. The left side was a little tricky coping round the hinge support and the old fuel pump cover attachment lug but it all work out in the end.

Towards the end of this little project, I was talking with Greg Winterbottom and he told me that he never carries a spare tire. I also read that about 30% of new cars are sold without spars tires now; our new



EV Leaf has no spare, only a can of tire sealant. This got me to wondering if had wasted my time with the tire cover and should instead have gone with a flat cover and got rid of the filler pieces at the sides. It would certainly give a bit more trunk space. For now though I will stick with what I have made and carry a spare with me on the road.

Jonathan Clegg - TR5 (nearly)

Feb 10th - Drive your Triumph Day



Two reasons I didn't drive my Triumph on February 10th. Firstly it snowed...not good driving weather for Triumphs. Who came up with the idea of having a drive your Triumph day in February anyway? The other reason is that it is not quite finished yet but it is getting closer....

John Haynes

Thanks to Norm Clark for forwarding this article that he found in a Summerset Newspaper

John Haynes, the entrepreneur and creator of the Haynes Manual, founder of the Haynes Publishing Group PLC and the Haynes International Motor Museum has died, aged 80.



He passed away peacefully surrounded by family on Friday evening (February 8) after a short illness. He was a kind, generous, loving and devoted husband, brother, fa-

ther and grandfather, who will be missed enormously.

John Harold Haynes was born on March 25, 1938 to Harold and Violette Haynes in Ceylon, where his father was the manager of a tea plantation. From an early age John had a passion for cars, and as a child he loved nothing more than riding around the plantation with his father in their Morris 8 saloon.

At the age of 12 he moved to the UK with his brother David, to attend boarding school at Sutton Valence School in Kent. It was at school that John's flair for art and his entrepreneurial spirit developed and flourished. He persuaded his housemaster to

allow him to miss rugby and instead spend his time converting an Austin 7 into a lightweight sporty Austin 7 'Special'. He eventually sold the car, making a reasonable profit, and owing to the immense interest it received - more than 150 replies to the advert - he decided to produce a booklet showing other enthusiasts how he'd made it. He published a booklet entitled 'Building A '750' Special' - the first print run of 250 copies sold out in 10 days.

After leaving school John joined the RAF to do his National Service, where he made many lifelong friends. During his time in the RAF his role in logistics taught him business management skills, while enabling him to pursue his passion for motor racing and publishing in his spare time. He successfully developed and competitively raced several race cars, including his Elva Courier, which is on display in the Haynes International Motor Museum.

It was while in the RAF that Johnny met Annette, and he soon realised he had met the woman he wanted to spend his life with. On his way to their wedding he stopped to buy Annette a second hand IBM proportional space typewriter as her wedding present. Although perhaps not the most romantic of gifts, Annette was delighted with his practical choice, setting the stage for a bright future together.

In 1965, John was posted to Aden and it was there that he created the first Haynes Manual.

An RAF colleague had bought a 'Frogeye' Sprite, which was in poor condition and he asked John to help him rebuild it. John agreed, and quickly realised that the official factory manual was not designed to help the average car owner. He bought a camera and captured the process of dismantling and rebuild-

John Haynes

ing the engine.

The use of step-by-step photo sequences linked to exploded diagrams became the trusted hallmark of Haynes Manuals. The first Haynes Manual, for the Austin Healey Sprite, was published in 1966, and the first print run of 3,000 sold out in less than 3 months.

To date more than 200 million Haynes Manuals have been sold around the world.

The success of his publishing business, including expansion into Europe and North America, culminated in the Haynes Publishing Group PLC floating on the London Stock Exchange in 1979.

In 1995 John was awarded an OBE for services to publishing, and in 2005 The Open University presented him with the honorary degree of Master of the University. John's publishing success meant that he was able to enjoy his passion for cars, and he became a prolific collector.

In 1985 he founded the Haynes International Motor Museum in Sparkford, Somerset as an educational charitable trust, bequeathing his collection of 30 cars to the charity to be held for the benefit of the nation.

John continued to support the museum charity throughout his life by donating cars and funding its growth, and thanks to his support the museum has grown and now displays more than 400 vehicles, and is enjoyed by over 125,000 people a year. At the 2014 International Historic Motoring Awards the museum was recognised as The Museum of the Year.

Until 2010 John served as chairman of the Haynes Publishing Group and then continued to play an active role as founder director. In this role he supported the executive team as they created a world lead-

ing content, data and solutions business serving both drivers and professional mechanics. He combined this role with that of chairman of trustees of the Haynes International Motor Museum.

John was very much a family man and is survived by his wife Annette, brother David and sister Mary, his two sons J and Chris and his grandchildren Augusta, Chrissie, Edward, Freya and Nicholas.

His middle son Marc sadly died in October 2016. Annette contributed hugely to the success of the Haynes Publishing Group and she shares John's lifelong passion for cars. She still serves as a much respected member of the board of trustees for the museum.

A true gentleman, and a kind and considerate man, John will be greatly missed not only by his family, friends and colleagues but also by the many people that use his manuals, and benefit from his reassuring guiding hand as they repair and maintain their cars and motorbikes.

The appreciation people felt for his contribution was most visible on an almost daily basis at the Museum's Café 750.

While enjoying lunch John was regularly approached by visitors, who would invariably be greeted with his infectious warmth and engaging, enthusiastic boyish smile.

He was always happy to oblige fellow enthusiasts with photographs, engage in conversation and share his passion for cars.

Triumph Pony

Jerry Goulet forwarded this article about the little-known Pony from a blog by Craig Gingell. It has been edited slightly to fit. The original blog can be found at: <http://9700vc.blogspot.com/2008/10/4wd-triumph.html> with some more photos at <http://israelmotorindustry.org/triumph-pony-autocars-draoon/>

Background Information: Sometime in the 1960s, Triumph designed a 4WD utility vehicle utilising 1300 FWD derived components, called the Triumph Pony. From what I can tell, Triumph never went into production with the vehicle, instead series production was taken up by a company called Autocars in Haifa, Israel who turned the Pony into the Dragoon.



Above: Triumph Pony

Below: Dragoon



Triumph Pony / Autocars Dragoon Technical Specification

Engine	Triumph 4 cylinder, I-I-W-F (cylinders in line, valves in head (OHV), water cooled, front mounted), 1498cc, 56 bhp @ 4300rpm
Transmission	4F1R x 2
Brakes	Hydraulic
Tyres	6.50-13
Wheelbase	2.01 m.
Overall	l x w x h : 3.43 x 1.57 x 1.93 (max) m.
Weight	991 kg. GVW on/off road : 1638 / 1435 kg.
Note	Normally front-wheel drive, engagement of rear wheel drive also engages low range. DeDion front axle. Semi-elliptic springs front and rear. Produced to British design (Triumph 'Pony').



Left:
Pony
Gearbox

However, the story doesn't end there. The Triumph Competition's department took a 1300 FWD, and fitted a Le Mans Spitfire 70X spec engine, 2000 LSD rear end and the Pony 4WD system. Now we're talking! The result is shown below, being driven to

Triumph Pony



first place get a similar diagram of the Pony gearbox arrangement by Brian

Culcheth at a televised Autocross at Lydden in

Kent, in February 1969. Unfortunately, in an event later in the same year at High Egborough, the car with Brian Culcheth at the wheel broke a trailing arm, rolled and was comprehensively written off.

Further reading: I'm assuming (until David Pearson tells me otherwise) that the Pony gearbox will bolt on to the back of the FWD engine in a similar fashion to the FWD gearbox - FWD transmission

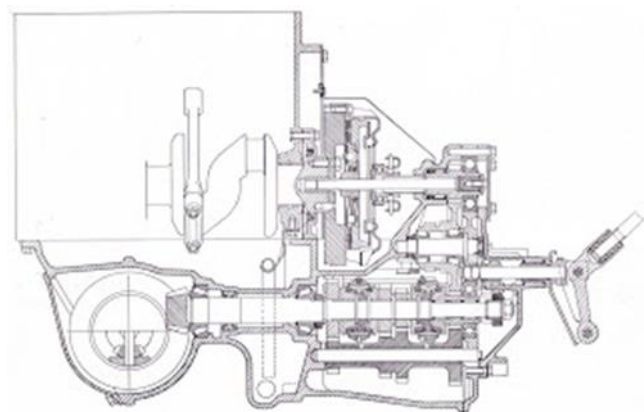


Fig. 10. Cross section of clutch, gearbox and drive shafts

Here's a more detailed cross section of the arrangement of the FWD gearbox. It would be great to



52. Toledo and 1500 TC rear suspension

1. Shock absorber
2. Trailing suspension link
3. Coil spring
4. Semi-trailing radius rod

5. Rear brake flexible hose
6. Bump stop
7. Propeller shaft universal joint
8. Rear-axle differential casing

Here's the arrangement of the RWD rear axle.

Note the mounting points of the "trailing suspension link (2)" and the "semi-trailing radius rod (4)" -

Here's the arrangement (below) of the FWD rear axle. I'm assuming that the FWD rear axle shares the same mounting points as the standard RWD rear axle. If anyone's actually up for doing this conversion, I'd be very interested to see the results!

Posted by [Craig Gingell](#)

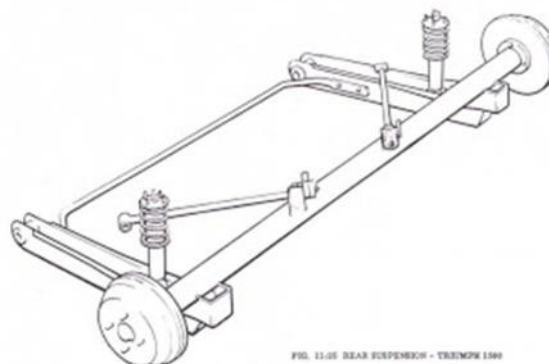


FIG. 11.05 REAR SUSPENSION - TRIUMPH 1500

BCTR Meeting Minutes

November 14th, 2018

President's Report	Richard Walker called the meeting to order at 7:33 pm. We welcome 2 visitors tonight, Jose Gonzalez ('71 Stag) and Dennis Popowich (looking for TR6 or 8).
Minutes	October 10 th meeting minutes accepted. M – Adrian M / S – Jonathan C / C
Treasurer's Report	Keith Sparkes reported a balance of \$ - Absent tonight. Will report next meeting.
Editor's Report	New editors Jonathan Clegg and Bryan Wicks request any articles of interest. Pictures & story on any events attended. December newsletter issue is in progress. Deadline for article submissions is November 30 please.
Regalia	Keith Sparkes has stock for sale at the meeting, see him directly.
Membership	The updated roster reflects 85 paid members to date, 23 at tonight's meeting.
Correspondence	Dale Warcup is looking for 2 Luggage rack feet. Andrew Ward has a TR8 radio for donation (home found). ATDI BCTR update sent out. Greg & Cheryl Winterbottom are once again hosting an Xmas BCTR Open House Sunday, December 9 th .
Past Events	London – Brighton Commemorative Run – Sunday, November 4 th . Oct 18 th – Run to Harrison for lunch – weather good but lunched at Sandpiper instead due to car surprises!
Future Events <i>Please refer to BCTR web site often.</i>	Jan. 13 th 2019 Christmas Banquet @ Guildford Golf Club (same as last year) 152 nd St. Surrey, see website for details. Gift exchange optional if wanting to participate. Jerry has agreed to produce the 2019 BCTR calendar and has issued a call for photos.
New Business	2019 ATDI planning continues. Exec Committee meeting to happen this month. BCTR Revised Draft Bylaws were emailed to the membership on November 1 st . Discussion took place with good input from many members including Lyle 'Hawkeye' Dickson. In total 11 changes were identified for revision. A motion to accept the 11 changes was made by VP Kelly McPherson and seconded by Charlie Dooley. Motion carried. A motion to accept the amended Bylaws after implementation of the 11 revisions was made by Adrian Moore and seconded by Bryan Wicks. Motion carried. A vote to accept the amended BCTR Bylaws, by members in attendance at the meeting, was unanimous.
Technical	Charlie Dooley related his summer trip and adventures in Nevada in the TR8.
Video & internet	None tonight.

Meeting adjourned at 8:50 PM - NEXT Meeting Wed, December 12th / AGM

BCTR Meeting Minutes

December 12th, 2018

President's Report	Richard Walker called the meeting to order at 7:39 pm. New member Rob Ziegler who has a 1978 Spitfire joins us tonight. Welcome Rob. New Cars to members: Dennis Popowich acquired a red TR8 convertible from Victoria (Wil Parris). Brian Thomlinson concludes his search for an MGB/GT V8 with a nice example sourced from Abbotsford (S. Paul).
Minutes	November 14 th meeting minutes accepted. M – B. Thomlinson / S – C. Dooley / C
Treasurer's Report	Keith Sparkes absent but reported via email a balance of \$ 7,006.66 plus \$ 440 in the PayPal account.
Editor's Report	Editors Jonathan Clegg and Bryan Wicks request any articles of interest. Pictures & story on any events attended. The December newsletter issue has been released & distributed via email tonight. Thank You to our dedicated Editors.
Regalia	Keith Sparkes has stock for sale at the meeting, see him directly.
Membership	The updated roster reflects 85 paid members to date, 20 at tonight's meeting.
Correspondence	Jerry Goulet sent an email request for photos for use in the 2019 BCTR Calendar. Email from Patrick Huckels of the Rocky Mtn. Triumph Club noting his creation of a 50 Year Anniversary lapel Pin for TR6 that is available on eBay. Email application from new member Harv McCullough. Welcome Harv. Email to BCTR membership advising the passing of Glen MacDonald. 2019 ATDI request for information regarding online hotel reservations. No online is available. Please call 1-800-663-9400 as noted on our website. Expanded website presence is coming.
Past Events	Huge thank you to Cheryl & Greg Winterbottom for hosting the Open House Dec. 9 th .
Future Events <i>Please refer to BCTR web site often.</i>	Merry Christmas & Happy New Year for 2019. Jan. 13 th 2019 Christmas Banquet @ Guildford Golf Club (same as last year) 152 nd St. Surrey, see website for details. Gift exchange optional if wanting to participate.
New Business	2019 ATDI planning continues. Draft budget is set and is being fine-tuned. Brian Thomlinson and Dr. Robert Strath have volunteered to head the Nomination Committee in preparation for the January 2019 BCTR Elections. Discussion around ICBC Collector Plates, regular & modified, C. Dooley & B. Thomlinson contributing. Changes to forms continue so check the website for current info, qualifications, application forms & instructions.
Technical	None tonight.
Video & internet	None tonight.

BCTR Meeting Minutes

January 9th, 2019

President's Report	Richard Walker called the meeting to order at 7:37 pm.
Minutes	December 12 th meeting minutes accepted. M – Greg W / S – Kelly McP / C
Treasurer's Report	Keith Sparkes reports the balance.
Editor's Report	Editors Jonathan Clegg and Bryan Wicks request any articles of interest. Looking for events to include in next issue. As winter weather is upon us with Triumph driving difficult, please consider submitting an article on your car and work planned or road trips you have taken. Please take some pictures and submit an article on the Annual Banquet
Regalia	Keith Sparkes has stock for sale at the meeting, see him directly.
Membership	The updated roster reflects 56 paid members to date, 27 at tonight's meeting.
Correspondence	Jan 6, Vern Morrison – Membership rec'd Jan 5, Fred King Spitfire for sale \$4,900 on BCTR web Tulip Rally email was forwarded to all members Steve Knudson advised that the TYEE Triumph Club (Seattle) has decided not to host the VTR event.
Past Events	Merry Christmas
Future Events <i>Please refer to BCTR web site often.</i>	Jan. 13 th 2019 Christmas Banquet @ Guildford Golf Club (same as last year) 152 nd St. Surrey, see website for details. Gift exchange optional if wanting to participate. Feb. 10 – Drive Your Triumph Day for Sir John Black. Brian Thomlinson arranging a February drive TBA Brunch planned for Sunday, February 17 by Kelly McPherson, location TBA
New Business	2019 ATDI planning continues with logo, regalia, menus, website & Registration. Dr. Robert Strath will provide items for goody bags, big thank you for the contribution.
Technical	Jason Webb is rebuilding his TR6 engine, new cam, shaved heads. Question regarding thrust washer clearance, .002, is it OK? Lee referenced documentation commenting that .004 to .006 is usually within tolerance.
Video & internet	None tonight.

Monthly Meeting adjourned at 8:00 PM NEXT Meeting: Wednesday, February 13th 2019 /AGM

BCTR Meeting Minutes

January 9th, 2019

Annual General Meeting	ANNUAL GENERAL MEETING called to order by President Richard Walker at 8:00 PM.
Financial Report	Keith Sparkes tendered the financial statements that yielded a surplus of approximately \$900. There was a motion to accept reports, made by Charlie D, seconded Adrian M. All were in favour.
ATDI Report	Finances and work in progress carries over from 2018 to 2019. Planning work continues.
Executive Elections	Brian Thomlinson outlined the Election process. Brian with Dr. Robert Strath worked together as the Nominating Committee approaching members who might wish to stand for various executive positions.
Summary of Executive Position Voting	Executive willing to stand for re-election : Keith Sparkes – Treasurer – Willing to continue in position – No Challengers Alec Mielen – Secretary – Willing to continue in position – No Challengers Richard Walker – President – Willing to continue in position – No Challengers Kelly McPherson – Vice President – Willing to continue in Position – Lee Cunningham was prepared to challenge and run for the position. A secret ballot vote took place. As a result of the balloting, Dr. Robert Strath announced that Lee Cunningham was successful in his objective for the position of Vice President. Ken Nicoll returns as Membership Executive Director (Registrar). Charlie Dooley's position as Executive Member at Large has now lapsed. The BCTR Executive and membership thanked Kelly and Charlie for their time and service to the Board of Directors. A motion to accept the new executive was made by Kelly McPherson and seconded by Dennis Popowich.
	Annual General Meeting was adjourned at 8:45 PM.

From the Editors

I started this quarter somewhat afraid that the newsletter would be rather skinny given that it's a slow time of the year for classic car events and the like. To add to the problems my co-editor, who is a prolific contributor, was off on a well-deserved vacation to New Zealand and I didn't really have any idea when he would be back. Setting out to fix this I immediately wrote three articles myself. It seems however that the possible shortage of articles spurred several others to send in much needed contributions as well and as a result this is quite a full edition. Greg Winterbottom sent us three sets of photos and reports from the classic car shows at his winter retreat in Palm Springs (good timing Greg); Jerry Goulet forwarded an amazing piece about 4 x 4 Triumphs; this year we managed get a record of the annual banquet courtesy of Charlie Dooley, thanks Charlie, and Alec Mielen sent in an article about the origins of the TR8 engine. Lyle Dickson agreed to be contributor to the Member Profile and sent in a terrific piece about his car history; Brian Thomlinson organized and wrote a record of the Truck Museum visit; Norm Clark sent in a link to an article in the UK and Bryan Wicks did get back in time to send in some great pictures. So a big thank you to all who have made this skinny edition fat.

It would be really nice to see some new names on the list of contributors so if you haven't sent anything in recently, or at all, please do so and let's make all the editions fat from now on.

Since we need to publish in printed format, we are constrained to multiples of four pages. We may therefore, reluctantly, hold some articles over to the next publication but will make every effort to publish all we receive.

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

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 kdntr6@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!

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 the at the monthly meetings. Alternatively, if you call me at 604 771 2795 I can provide you with a mailing address.

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.

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

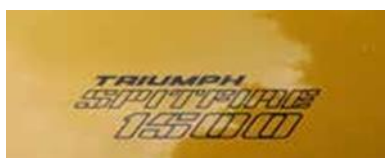
Men's Melton Wool Jacket

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.....



Executive

President	Richard Walker	bctriumph@gmail.com
Vice President	Lee Cunningham	l_cunnin@hotmail.com
Secretary	Alec Mielen	amielen@uniserve.com
Treasurer	Keith Sparkes	kesparkes@shaw.ca
Membership	Ken Nicoll	kdntr6@gmail.com

Coordinators

Advertising	Position Vacant	
ATDI 2019	Alec Mielen	amielen@uniserve.com
Club Archivist	Ken Nicoll	kdntr6@gmail.com
Club Assets	Jerry Goulet	jerry.tr3a@gmail.com
Events	Vladimir Kuzel	vkuzel@telus.net
Publication Editors	Jonathan Clegg	jonathanc5885@gmail.com
	Bryan Wicks	bryankwicks@aol.com
Regalia	Ellen Sparkes	kesparkes@shaw.ca
VTR Liaison	Lee Cunningham	l_cunnin@hotmail.com
Webmaster	Jerry Goulet	jerry.tr3a@gmail.com

Technical Reps

TR2/3/3A/3B	Bryan Wicks	bryankwicks@aol.com
TR4/4A	John Finlayson	john_finlayson@telus.net
TR5/250	Brian Thomlinson	thomlinson2@shaw.ca
TR6	Lee Cunningham	l_cunnin@hotmail.com
	Bob McDiarmid	rjmcdiarmid@telus.net
TR7/8	Dave Rodger	rosrodger@gmail.com
GT6	Jerry Goulet	jerry.tr3a@gmail.com
Spitfire	Barry Puffer	bpuffer1@shaw.ca
Triumph Other	TBD	

Upcoming Events—2018

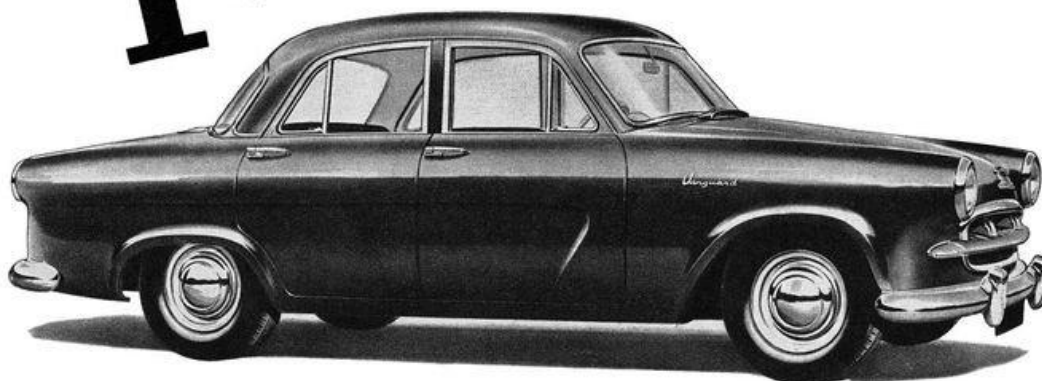
If you have an event that you think would be of interest to BCTR members and would like to have included in this list, please contact Vladi Kuzel- vkuzel@telus.net

Mar	EVENT	DETAILS
Mar-13	BCTR Meeting	Cloverdale Recreation Centre 6188-176 Street, Surrey BC. at 7:30 PM
Mar-16	Harrison Run	Start location: Chevron Station 32700 Lougheed. Departure 10:00 am
Mar-17	Sunday Brunch	BCTR Sunday Brunch.
Mar-31	Spring Swap Meet	Maple Ridge Fairgrounds, Lougheed Highway, west of 240th
Apr		
Apr-10	BCTR Meeting	Cloverdale Recreation Centre 6188-176 Street, Surrey BC. at 7:30 PM
TBA	BCTR Run	BCTR Monthly Run Drive Tour Rallye. See Home page for details.
Apr-12-14	Classic & Custom Car Show	Abbotsford Tradex
Apr-20-21	ICSCC - SCCBC Road Racing	Mission Raceway
Apr-21	Easter Sunday	
Apr-27	Tulipe Rallye, Burlington, WA	Pre-registration open on January 19, 2019. 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-28	St. George's Day	St. Georges Day British Motoring in Fort Langley hosted by LAMB
May		
May-04-05	SCCBC-CACC Road Race	Mission Raceway
May-08	BCTR Meeting	Cloverdale Recreation Centre 6188-176 Street, Surrey BC. at 7:30 PM
TBA	BCTR Run	BCTR Monthly Run Drive Tour Rallye. See Home page for details.
May-18	ABFM	All British Field Meet - a Vancouver All British Classic Event, VanDusen, Vancouver
May-18	BCTR - BBQ	Post ABFM BBQ hosted by members of BCTR
May-19	Sunday Brunch	BCTR Sunday Brunch.
May-19	ABCC Run to Whistler	Leaves Park Royal West Vancouver
May 25 Jun 2 *		British Car WeekMay 25 - June 2
Jun		
Jun-01	Hats Off Days	Burnaby Heights Hats Off Day Parade, Hastings Street Burnaby
Jun-02	Mid-Island Swap Meet	VCCC Nanaimo Chapter, Nanoose Bay, Arbutus Meadows
Jun-02	British Invasion Car Show	Old English Car Club, Langley BC
Jun-06-09	Barlow's Boy's Run	A four day run through th Cariboo Shuswap region
Jun-09	Sockeye Run Car Show	Richmond Lions, 29th Annual Sockeye Run Car Show, Steveston Park.
Jun-12	BCTR Meeting	Cloverdale Recreation Centre 6188-176 Street, Surrey BC. at 7:30 PM
Jun-15-16	ICSCC - SCCBC Road Racing	Mission Raceway
Jun-16	Sunday Brunch	BCTR Sunday Brunch.
Jun-27 - 30	Summer Tour IBCC	Moscow, Idaho, Discover the Palous, IBCC, see web site for details

- 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.

Looking Back

IT *makes history!*



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★ Overdrive can be fitted on 2nd and 3rd gears as an optional extra.

—the NEW

Standard Vanguard III

PRICE £599 (P.T. £250.14.2) TOTAL £849.14.2

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