



September 2019



TRIUMPH HERITAGE



Dan and Connie Brien with their 1973 TR6

See Page 15 Member Profile

A Quarterly Publication for Triumph Enthusiasts from the BC Triumph Registry

www.bctriumphregistry.com

bctriumph@gmail.com

President's Message



Usually at this time of year the newsletter is full of articles about a great ADTI we have just attended. This year many of you are getting ready to drive to Penticton for the first September ATDI. I would like to thank Alex and his amazing team of volunteers for all their hard work in getting everything ready for what I am sure will be a great event.

Looking back at the summer, the weather was not quite as conducive as the last couple of years for taking our cars out. That said many good drives and show were attended. My personnel highlights were the Barlow Boys Run and the July weekend run to Lillooet. A major thank you for all those who organise all the runs and events that we get to enjoy,

Looking forward, soon it will be time to prepare our cars for the rainy season. We also have some club business to start preparing for. Before you know it the election for a new executive will be upon us. Please put some thought into standing up for one of the positions, we will also be looking for a small nomination committee.

Looking forward to seeing many of you in Penticton.

Richard, BCTR President

Articles

Page 3 - 2019 VanDusen Awards

Page 4 - Tulip Run

Page 6 - Barlow's Boy's Run

Page 10 - Triumph TR250K

Page 15 - Member Profile - Dan Brien

Page 17 - Obituary - Spitfire Dick

Page 18 - Brits on the Beach

Page 21 - KMS Tool Show and Shine

Page 24 - RX Autoworks Open House

Page 27 - Lillooet Run

Page 28 - News from the Clarke Family

Page 30 - Sechelt and Pt. Coquitlam Shows

Page 32 - Forest Grove Concours TR5

Page 33 - Ladner Quilt Walk and Car Show



BCTR extends a warm welcome to the following new members:

Bill Grisenthwaite of Osoyoos who has a 1973 Pimento TR6,

David Fouchard of Coquitlam who has a Red 1973 TR6 and

John MacDonald of New Westminster who has a Laurel Green TR6.

2019 VanDusen ABFM Awards

The official ABFM awards list was not published until after the June edition of the newsletter went to print and we were therefore not able to include it. The table below can also be found on the BCTR web-site and includes only Triumph related awards. Congrats to all the club members whose cars made the list. The full list is on the Wester Driver web site.

CLASS 28	OWNER	TR2 TR3	CLUB
1st	Ernie Dickens	1959 Triumph TR3A	-
2nd	Jerry Goulet	1961 Triumph TR3A	BCTR
3rd	Gary Gore	1963 Triumph TR3A	BCTR
CLASS 29	OWNER	TR4 TR5 TR250	CLUB
1st	John Finlayson	1962 Triumph TR4A IRS	BCTR
2nd	Brian Thomlinson	1968 Triumph TR250	BCTR
3rd	Bob Kosinski	1965 Triumph TR4A	-
CLASS 30	OWNER	TR6 Early (1969-1973)	CLUB
1st	Tom Lingberg	1973 Triumph TR6	
2nd	Anthony Koschinsky	1969 Triumph TR6	
3rd	Linda Allen	1970 Triumph TR6	
CLASS 61	OWNER	TR6 Late (1974-1976)	CLUB
1st	Jeffery Wilkinson	1974 Triumph TR6	
2nd	Jason Webb	1976 Triumph TR6	BCTR
3rd	Peter Howard-Jones	1975 Triumph TR6	BCTR
CLASS 31	OWNER	TR7	CLUB
1st	Bob Burns	1980 Triumph TR7	-
2nd	Robert Parker	1979 Triumph TR7	-
3rd	Rosamund Rodger	1982 Triumph TR7	BCTR
CLASS 32	OWNER	TR8	CLUB
1st	Andrew Ward	1982 Triumph TR8	BCTR
2nd	Alec Mielen	1980 Triumph TR8	BCTR
3rd	-	-	-
CLASS 33	OWNER	GT6 + Spitfire	CLUB
1st	Mel Carter	1970 Triumph GT6+	BCTR
2nd	Mike Brocklebank	1968 Triumph Spitfire	-
3rd	Stewart Medland	1981 Triumph Spitfire	BCTR
CLASS 60	OWNER	Triumph (other)	CLUB
1st	Linda Spouler	1950 Triumph Mayflower	
2nd	Adrian Moore	1967 Triumph Herald 12/50	BCTR
3rd	Darrell Price	1973 Triumph Stag	BCTR

Tulip Run

After a lengthy wait in the Nexus line we met up with Barrie and Jeannette Puffer in Sumas where we headed down hwy. 9. We stopped for a late lunch at a Mexican Restaurant. After lunch we headed over to Mt. Vernon's Quality Inn and checked in. We met up after and walked over to the mall in search for wine and a place to dine.



When we got back to the hotel Joanne and Jeannette had a game of Qwirkle while Barrie and I discussedwhat else.....cars.

Around 7:00 we headed over to IHOP for dinner. Back to our room where we engaged in a few

games of dice.

The following morning up early to hit the Continental Breakfast. Barrie and I checked out our cars while the gals checked out.

Arriving at the meeting spot we met up with Bryant Paulson. We walked around and checked out some 275 cars. The Rally started around 9:30. There were four different routes that were giving out at the starting line. Barrie talked the starter into getting us off with the same route; such a smooth talker Barrie is.

This was Joanne's and mine first time doing the run which was 70 miles long. After a few turns we saw the tulip fields, and couldn't get over the brilliant colors of the tulips. We met back at the start to be greeted with a hail storm. The prizes were given out

Tulip Run (cont.)



but not to us.

We said our goodbyes and headed home.
Overall a very good two days.

Ken Nicoll TR6

An essential spare to carry with you on those long road trips.



Barlow's Boys Run



This year's run took place between June 6th and the 11th. Very well organized by Jerry with help from Barrie.

The route consisted of; Abbotsford to Kamloops on day one with a stop at the Log Cabin Pub for lunch and overnighing in Kamloops, Day two was a Cariboo loop from Kamloops out north thru Bridge Lake, Lone Butte for lunch at the Iron

Horse Pub, Green Lake Lodge south thru Cash Creek and back to Kamloops. Day three was Kam-

loops east thru Salmon Arm to Sicamous looping around to the east to Grindrod (great drive) and back to Salmon

Arm for lunch. A splinter group took off for an alternate route which was a bit longer. I can't comment on this one, I wasn't there, then after lunch it was basically south to Penticton. Some of us got separated and ended up doing our own personal tours. Not a big deal. The last day was Penticton home first on Hwy 97 south, lunch at Manning Park, back onto 97

then on the Old Hedley Road which was a great drive. We did approximately 1475 Km overall. We had a good turn out, I counted 13



cars on day one, 15 on day 2, increasing by a car and losing one eventually. George Novotny joined us for part of the run. TR6's dominated with the addition of TR8s, a TR3A, TR4, GT6, Dolomite, and a Stag/PI 6.

Jerry had to do a fuel pump switch on day one. He was very well organized with an electric unit all in

Barlow's Boys Run

Day 1. First Stop and Jerry changes to electric fuel pump



place ready to be swapped over. At this stop we found out how well Bryant Paulsen was orga-



nized. He had a well stocked tool pack and more spare parts than you could imagine. Day two I had to pull over with power loss, tracked down to water getting into my engine bay and shorting out the distributor, once dried the car ran perfectly for the rest

of the weekend. At the end of day two Adrien had to call it quits with clutch problems. Rather than stay the night in Kamloops he simply headed home, arriving without too much drama. Adrien explained at the next meeting the cause of all his grief and the solution. Day two also

saw in interesting mercy situation. At our first gas stop north of Kamloops we were approached by three guys who were on their way to Kamloops to fly out on a job. They had inadvertently taken their other friend's wallet when they left. We took the

Barlow's Boys Run (cont.)



Day 1 Lunch Stop

Day 2 , Lee Wheel Nut check, last drive for Adrian



Barlow's Boys Run (cont.)

End of the Sicamous to Grindrod drive.



Day 3 Final Day's Lunch at Manning Park



wallet, securely sealed in a plastic lunch bag, and took it north to its owner who met us at about 70 mile house. He was pretty happy to get the wallet and all his identification back. No other real dramas to mention, just lots of great driving.

Once again this was a truly enjoyable event, great roads, primarily good weather, and good comradeship.

See you next year..... Bryan, TR6.

Triumph TR250K



cockpit size is greater than in the production version; there is immediate access to working components because the front and rear sections flip up; instrumentation is complete and simple at the same time; it has an integral rollbar and head restraints; weight distribution has been dramatically improved; it has Airheart vented disc brakes; it uses a 2.5-liter, 6-cylinder engine now, but it's all ready and waiting for a 3.5 liter

This article by Leon Mandel, entitled "TR-250K Salvation of an Empire" was taken from a 1968 edition of Car and Driver.

You try and figure how it happens, except that there's a 6000-mile gap in the way they think. At one end, in England, they're building those boxy, uncomfortable, drafty 1952 cars and cranking them out in perfect innocence and not understanding why there's no queue around the factory waiting to snap them up. At the other end, in California, they're laboriously, painfully putting together one car—in the dead of night—and it's absolutely the best, sexiest, wildest appeal to visceral response since mini skirts.

Is it because one's Coventry and the other's California? Listen to this: the car is built on a production chassis but it weighs only 1550 pounds; it conforms to every safety standard in the books—and then some; it is so stunning it makes a Lamborghini look like a milk wagon; it is built around people and so the

V-8; it's an almost-production car and a Group 6 (prototype) racer at the same time. And, most important of all, it can be built tomorrow, or almost tomorrow, or next year, anyway.

There's one more thing it is; the Triumph 250K is the biggest gamble Kas Kastner, Leyland Triumph's U.S. competitions director, and Peter Brock, the last of the real car designers, have ever taken. Agree that the idea is to sell cars. In England you sell cars by merging companies—Numeld and Austin and Jaguar into British Motor Holdings; Triumph, Leyland, Rover into Leyland; and finally BMH and Leyland into British Leyland Motor Corporation.



Triumph TR250K

In the U.S. you sell cars by building something someone wants. The English marriage of BMH and Leyland was elegant, attended by ranks of officialdom, a matter of national moment,

a concern of the government's, with statesmanlike, long term goals as the object.

The California project was semi-official; its overseers were two irreverent Americans, it was cloaked in the kind of awful anonymity that only inattention from above can bestow. Don't make noise in England, move quietly and with dignity over thick carpets in high-ceilinged rooms—gentlemanly talks over a glass of sherry—dozens of them; that should take a year at least.

You can hear the hammers pounding in Gardena. Pick up the phone and, goddammit, get things done. It has to be a race car, we understand that. But what good's a race car if you're trying to sell production cars? So we'll build a race car that isn't, but that's good enough to be. We'll run the thing as a race car, and there's only one (maybe there'll be two, it depends on how patient everyone is) and we'll run it against the 907 Porsches and the Howmet turbines, but it's really the 911s we're after, and you'd better believe that; because this is the car that ought to be



in production.

"Improving the Breed?" Never thought of it that way.

Kastner came down from the mountains, supervised flat rate mechanics in the old days in Los Angeles for a supermarket dealership, moved to Cal Sales—the Triumph distributorship—as Service Super-

visor, and raced. "I was racing about nine times a year, I guess, and the closest race I ever went to was 460 miles away. You really don't know about cheap-skate racing unless you've been a cheapskate racer."

He's a tallish man, and his hair is showing white/gray when you can see it through the cigar smoke he inflicts on the world around him. Everything about his movements seem to hinge on one curious point of articulation somewhere in his hips. "If we're wrong about this car, look out the window when you drive through Kansas. You're liable to see an eight-foot scarecrow out in the fields. That'll be me."

It's a startlingly appropriate image. Don't be fooled. With TSOA's (Triumph Sports Owners Association) Fred Gamble, he invented the driver assistance program and his job is bigger than it sounds. "I am in charge of research and development for Triumph in the U.S., for developing our production automobiles to race specifications. This is development and testing of individual components; evaluation of components that are in the car. What to do with them;

Triumph TR250K

whether they're strong enough to do the job—and if they're not, how to make them strong enough.”

But what Kastner has done is to make all his research available to any Triumph owner who's interest-

ed. Think of it in terms of the 250K. Begin to understand what he would like to see done with the Brock/Kastner car. "I have to design equipment that will do the specific job, I have to test it and get someone to build it. And then it has to be manufactured in quantity so that it's available through all our zone offices—at a proper price—and available to anybody who's got the money to buy it." Start with a camshaft, end with a car. "Each time I get a new engine from the factory, I go through it and see things I've been talking about for years. This doesn't

mean that it came from me. But I'm certain the research and development I do here helps them."

Kastner and Peter Brock share a methodology: there's a problem somewhere (sales), accept the fact that it's your problem, examine it, then go solve it yourself. "I always wanted to go to Sebring. So I convinced them to give me a few dollars and I could do the job—cheap. All the suspension pieces and the gearboxes were done in my garage in Manhattan Beach. John Bishop (executive director of the Sports Car Club of America) and Lew Spencer (1967 chairman of the board of directors of the club) were down at my house one night. I took Bishop out to the garage, and Jesus, there's shiny crankshafts and modified con rods and everything in a 2-car garage just



spread all over the god-damn place and everything full of equipment and he said, 'What's all this?' and I said these are for the factory Sebring entry. He says, 'You mean you're building the factory Sebring engines here in

your garage?' and I says, "you bet." In the handsome, pristine service area devoted to Triumph's competition department, over which Kastner now presides, all the equipment still belongs to him. To this day. Build a 250K? Sure, you bet. It's 10 minutes in the sunshine to Peter Brock's carrosserie from Leyland Triumph in Gardena. Spiritually Brock and Kastner are considerably closer than that.

Kastner: "Pete and I have been talking a couple of years about doing a car on the TR4A chassis. It's bullet-proof, that's what Pete calls it. "So we were trying to figure out how to do it on his few bucks and my few bucks and I thought maybe if we did all this on stock pieces we could get the factory interested because if it's a nice looking car (and if Pete does it it's going to be a nice looking car) we could get some money from them and some interest from them. Because I can't just go off and start making automobiles.

"Well, I'm a company man. The company pays me very well and they're interested in my progress and I'm interested in the progress of the company. I'd like to see them make this car because, there are some good things around (. . . the BOP V-8 engine? Yes.) and we'll take a bite out of the Corvette market...

"But I don't think it's my place to try to sell. I don't

Triumph TR250K

think I'm trying to sell anything to anyone. The main thing is I want to see us where we belong. "Where? Number One. Why in hell should we be second? That's how we got into it—it gives Brock an opportunity to showcase his talent, to build the best looking front-engined car anybody saw in his whole goddamn life. And the way we're building it, it's a production car.. ." A production automobile that's the best looking front-engined car anybody saw in his whole goddamn life."

A TR250, TR5 really, in an aluminum suit; Triumph bones under a beautiful skin. The engine has been moved back 9.5 inches, and a drastic improvement in weight distribution is the result. One result. Another is a lower allowable hood line and that means decreased frontal area. The only major non-Triumph parts are the Airhearts and a Corvette aluminum radiator. No sleight of hand in the suspension; well, almost none—only recommendations that Kastner makes for all TRs running in SCCA's C-production. Underneath it's all Kastner; outside it's all Peter Brock. Brock has an almost unique ability to design genuinely

beautiful race cars that work. Every line on the K-car has been drawn not only with the intent to provide minimum drag, but to hold the car down on the track

where it belongs. The body is startling. Low, long, sharp, aggressive, purposeful hood, high deck line;

cockpit down inside with glass all around. Overall length is six inches greater than the 250, overall height is only 43 inches. There are no seats as such, the seats are part of the car; and a 6-footer has leg room to spare. Even entry and exit are easy because of the long doors. Radically sloping wind-

shield and side windows combined with the high deck (head restraints just forward of the rollbar) provide a nearly draft-free cockpit even at racing speeds. The body is hand formed from .050-inch aluminum stock; Brock's race car experience reflects in the almost total accessibility of the working devices underneath—front and rear body sections and both doors are readily removable. A network of welded steel

tubing supports the body and stiffens the structure. A center backbone of steel tubing and aluminum sheet stock ties into the main structural bulkhead which runs the full width of the car over the driver's legs.

Peter Brock; designer of the Cobra Daytona Coupe, Samurai, Lang Cooper, Mirage—the

distinctive race cars of the post-war years—is 31, fierce and polished at the same time. He understands exactly what it's all about. "We've got a car that's got



Triumph TR250K

every rule except the air pollution control thing on it (the engine used is the fuel-injected TR5, not the 250); it could be driven to the supermarket—it's got the clearance lights all the way around, it's got all the shoulder harnesses with roll over bars, everything.

"Part of the problem with automobiles is that they have to be designed around people. The Italians have this idea of designing a car as a piece of architecture. No people. "This car, and I think this is why cars sell, has a distinctive silhouette. The silhouette of a car must be instantly recognizable. An E-Jag; a V W. With ours, it's the high deckline—which is there for many reasons, but also for identification. When people are in the car, the whole purpose of the roll over bar structure and the high rear deck become immediately obvious. People are a vital component in overall design."

All right, here's a list; production chassis, seating position moved rearward and down resulting in more cockpit area, sub-frame designed so that sheet metal subsection can substitute for it (as on the production car), aerodynamically cleaner shape, high deckline with rollbar and head restraint for safety as well as provision for anchoring shoulder harnesses above the shoulder so the spine

won't be compressed on instantaneous deceleration with the same high deckline allowing more luggage space. As well as: race car approach (low frontal area, etc.) which lowers the drag coefficient, increases top speed, increases gas mileage, incorporates comparative interior silence because of minimum wind turbulence, and easy access to all working components. In addition to: large doors, ducted air system, driver-controlled spoiler flap, simplified instrumentation (tach—with tell-tale—oil pressure gauge, water temp gauge, oil temp gauge, and ammeter—all angled toward the driver's eyes, all deeply recessed), Kastnerized engine, all of it wrapped in an absolutely gorgeous body.

And they're not building it!



Member Profile - Dan Brien

I want to introduce myself. My name is Dan Brien and I have been with the BCTR since 1987. I have owned and still own a Triumph TR6 since 1983.

My first car was a 1968 Emerald Green Mustang - Notchback. I purchased this vehicle when I was in high school. This beauty stayed with me & through my early marriage years and after the birth of my



first child. I taught my wife



how to drive in this car. She enjoyed it for many years until we sold it due to a growing family.

Over the years I have owned many cars. But my 'modern' love was my 1990 Mustang GT Cobra convertible, used as my company vehicle. Over the



years I have had the pleasure of driving many different company cars that have all reminded me why I continue to own a Triumph. Fords, Chevs, and Nissan's have not shown me love. We currently own a 2014 Dodge Durango, a 2018 VW Beetle Classic, 1976 TR6 & 1980 TR8. New company car coming soon.

I was first exposed to cars at a very young age. My dad and uncles used to build race cars for racing at Mission Raceway and Langley Speedway. The thrill of speed was in my blood. As I grew older I learned to work on my cars with my dad.

My friends had all different types of muscle cars, but I chose

mustang for looks, handling, and performance. It



the its per-lived up to its

name. I never regretted that car and was sad when I sold it.

The second love of my life was my Triumph 1976 TR6 and ironically, I am the second owner of this car. The car was originally owned by Ray C, the owner of



the "Hobby Hut" in Langley, BC. Ray purchased this car in 1976 from Gordon Brothers in North Vancouver for his wife to use around Lang-

ley. She began to have difficulty with the clutch because it was so heavy, so she stopped driving the car in 1979. Ray had to liquidate assets in order to finish off the Hobby Hut renovations. So, he decided to sell the TR6 and 2 of his Rivas. When I purchased the car in 1983 it only had 21K original miles on it. Ray had purchased the car with a few options like the hard top and tonneau cover. Ray had kept all the

Member Profile - Dan Brien (cont.)

records in a folder that I have continued to build on. This car has spent many years under blankets in a garage while we raised our 3 wonderful children. Only to be resurrected once they were old enough to enjoy adventures with the car. They now fight over who gets in when I die (little do know, I plan on being buried in it).

Later in life I was finally able to purchase my dream car. The "1980 - Triumph - TR8". The TR8 caught my eye when it first debuted in the "Road and Track Magazine". They wrote an article about the newly designed Triumph that put a Rover V8 in a sports car convertible. "The Shape of Things to Come" was a catchy motto but it was the power plant that won me over. In June 2016, I bought this lovely car from David L. in Richmond, BC. He knew I had my eye on it since 2009. When it came time to

sell he contacted me first. And the adventure continues.

My wife tells me that she fell in love with the TR6 at the same time she fell in love with me. I used to drive it in to Vancouver to pick her up for our dates. She says I looked like 'Bond' driving up in this car with my racing gloves on. Connie, my wife of 29 years; tolerates my hobby now. She calls herself a



Member Profile - Dan Brien (cont.)

'car widow' but occasionally still drives with me. She is the person that I have to thank for allowing me to buy the TR8. [I know – Whipped]

People may know me now as the crazy "A/V Guy" with a video and dash cam always trying to get the best position



and angles during parked & driving events.

One thing I never expected from owning cars, was the enjoyment I felt belonging to a club. A group of like-minded people who are always willing to share knowledge and alcoholic beverages. These shared experiences and friendships will always be valued.

Sincerely,

Dano

BCTR [United We Drive]

Obituary

Richard W passed on the following obituary for Richard Baker Frankish, aka Spitfire Dick, whom some of you may know. I was originally planning to retype the article but then thought it looked a little more dignified in the original photograph.

Ed.



Brits on the Beach

Brits on the Beach was held on July 14th at Transfer Beach in Ladysmith BC. This is a free event with a donation requested for the local food bank and is organized by the Central Island Branch of the Old English Car Club of BC. There were venues selling anything car related including spare parts, regalia and food. A 50/50 draw was held and draws for prizes.

This event was well organized and very casual.

BCTR members Mike & Dale Holiday were working the gate pretty much all day. Their TR6 on display, immaculate as always.

I believe there might have been additional BCTR members but I wasn't able to determine exactly who.

There would have been in excess of 200 cars on display.

Virtually all British marks were displayed and Triumphs may



have made up the bulk of the single mark entries. I have taken photos of most of the TR's present. Cars of note include what appeared to be a pretty much perfect TR250 with triple carbs, a TR6



with a Corvette engine, and a nice TR6 for sale at \$17,000.00. This year I took my TR6 to represent the Triumph marque and BCTR.

Other interesting cars of note were a number of barn find Morris Minors. Very low mile totally



Brits on the Beach



original cars. It is strange that often a specific type of car seems to appear in numbers, well at least more than one. A number of local (lower mainland) Lotus



guys came over to show their cars. There were a few Mini's, two of which came with custom Mini trailers made out of back halves of Mini cars.



Lots of MGs of all models and Rovers, Jags, etc. It is nice that all the cars are randomly parked. This allows one to really focus on specific types because if you are looking for certain models the one you are interested in will really stand out. It can be hard to really



Brits on the Beach (cont.)



sort the best, out of a row of twenty to thirty TR6s. Find any one on its own and one can really see a lot more detail without distractions.

That's it for this year. Have a look at the pictures.

Cheers: Bryan



KMS Tools Show and Shine



The annual KMS Tools Show and Shine was held on 15th June at their Coquitlam store near Ikea. There were lots of cars exhibited, I hesitate to guess how many but there was a lot - enough to fill all the parking on the KMS lot, several adjacent businesses, Woolridge Street and Tupper Avenue. With all that space taken up most visitors seemed to be parking in the Ikea lot.... I'm sure they didn't mind.

The cars on show covered a whole range from vintage to hot rod to muscle car and everything in between. There were a few European and British cars and there were even three Triumphs. Most cars were well turned out for exhibition, some also looked like daily drivers while others, it appeared, were de-



liberately grungy. I have to say I was particularly impressed by the old GM wagon (below) and a couple of other old trucks that had been very well cared for. I also liked the old Morris Minor and Anglia but that



KMS Tool Show and Shine



KMS Tool Show and Shine

is just my English heritage.

The weather turned out nice and everyone seemed to be enjoying the show, except perhaps for a guy on a Harley and a BMW driver who seemed to be arguing about a parking space on Woolridge. Why they didn't just cross the road and park in Ikea I don't know. There were the perfunctory hot dogs and pop (free for a donation); they smelt pretty good but it was a bit early for lunch so I passed.

Of course, KMS was open and had lots of specials on. They appeared to be doing brisk business, which I guess was part of the object of organizing the event in the first place. Anyway, kudos to them for putting on a good show again and attracting so many exhibitors – keep up the good work guys.

Quite by accident I found that someone had uploaded a good video of the event showing a lot of the cars, many more than I can include here. I'm not sure that Eine Kleine Nachtmusik is really the appropriate choice of music to accompany it, probably something more like heavy metal, but that's just my opinion.

https://www.youtube.com/watch?v=hd_QbVW35TU

Ed.



RX Autoworks Open House

RX Autoworks held its annual open house on the 15th July this year and the event was very well attended. As in previous years, 1st Avenue was closed off from St. Georges to St Andrews on the east and drivers with cars to exhibit parked along 1st. By the time I got there it was quite packed.

There was quite a variety of cars parked along the street, too many to mention individually. Everything from a 'Bubble car' (which I witnessed a whole Asian family trying to fit themselves in) to a beautiful old Bugatti and a Bentley (perhaps former RX projects?). Vancouver based Electra Meccanica had a very attractive looking battery powered Roadster there for a short time. A few of the cars are included in the photos here and quite a few more can be seen at <https://www.flickr.com/photos/30538564@N03/albums/72157709705450577>

Several BCTR members made the trip and so we had a few Triumphs on display there too.

Inside the RX shop were several of their latest projects in various stages of completion, all demonstrating the superb craftsmanship company possesses. All the projects were quite unique cars, there was an Alpha there in the final stages of bodywork. The paint was so immaculate I cannot image anyone driving it on the road. Another project was the Gordon Keeble, a fibre-glass bodied car, which I have to admit I am not familiar with at all. Also, in the shop, coffee and doughnuts if you felt so inclined, I didn't.

All in all, it was well worth the drive out, chat with some friend from the club, see some rare cars and get a closeup of the projects being worked on in the RX shop. Keep up the great work RX. Looking forward to next year.

Ed.



RX Autoworks Open House



RX Autoworks Open House



Lillooet Run

Sadly there was very little information coming back from participants in the Lillooet run, only these two photos from Richard W. The run was organized by Barrie P and took place on the 20th and 21st of July with the overnight stop in Lillooet.



News from the Clarke Family

Norm Clarke recently wrote in recently:

“Don’t know if this fact is of any interest for the mag. Maybe as a filler if needed. Not about Triumphs or even cars. I know some people in the club have been to Machu Picchu so might be interested!

My Grand daughter Kristin Clarke of Nanaimo came first overall in the hardest marathon in the world, The Inca trail Machu Picchu marathon. The course ranged from 8500 ft to just under 14,000 ft. and came down to Machu Picchu at the end. They started at 4.00 am in freezing cold and finished in 30 deg. Heat. Her time was 8 h 40m and over an hour ahead of second and over 2 hours ahead of third. They had to climb 4 mountains and she said she almost quit on the second climb which is appropriately named “Dead woman’s pass “. Some of the entrants

didn’t get past the acclimatization runs and Kristin had to have oxygen after one of the early runs. Next target is the Great wall of China and Kilimanjaro with the ultimate aim of running a marathon on every continent, with some of the friends she has made from all over the world.

Norm Clarke”

Norm also added that the trail is virtually nonexistent in some spots and so steep that some sections are on hands and knees.

Way to go Kristin! You must be a very proud grandfather, Norm. Maybe you’ll be going with her on the next one?

Ed.



TR3A on Hornby Island



This very nicely turned out 3A was seen outside the Farmers' Market on Hornby Island in July.

Ed.



LANGLEY AREA MOSTLY BRITISH MOTORING CLUB

AUTO JUMBLE

SEPTEMBER 29, 2019

9:00am—2:00pm

BOOKS
MANUALS
FREE MAGAZINE
SWAP

TOOLS
COLLECTIBLES
CAR PARTS

CATERING
COMMON PARTIES
SANDWICH ROLLS
DRINKS

Sullivan Community Hall
63rd Ave & 152 Street
Surrey, BC

BRITISH
CARS FOR
SALE
CORRAL



TABLE COST: \$20.00
ADMISSION: \$ 2.00

To book a table or register to sell a car: lambmotoringclub@gmail.com

Website: www.lambcarclub.org

Convos in the Car



Seat warmers in a car are awesome, but also unnerving...

SECHELT & PORT COQUITLAM CAR SHOWS

The 24th annual Sleepy Hollow Rod Run/ Show and Shine in Sechelt BC lived up to its reputation for myself as a first time participant. The highlight was definitely the Friday night cruise from Sechelt up Redroofs rd. towards Halfmoon Bay. There were nearly 500 cars that participated, 3 of which were Triumphs. The event started with the cars gathering at a local sports field before being escorted on the run by the local police.

The locals turn out in the thousands and line the 30km route. There are families and groups that prepare to watch the cars by bringing out their lawn furniture and BBQs. Some groups even dress up in



SECHELT & PORT COQUITLAM CAR SHOWS (cont.)



theme costumes.

Saturday's Show and Shine was well attended as well with most of the downtown roads closed to display the cars.

The Downtown Port Coquitlam Car Show was also well attended with more than 500 vehicles on display. There were 2 Triumphs, my TR6 and a Stag, a couple of MGBs, MGAs, and Austin-Healeys.

The Poco show has also started to incorporate a cruise the night before the show with several hundred of the cars participating.

Jason Webb

76 TR6

Many thanks to Ken Martin for this classic advert from Thomas Motors of Vancouver which appears to date to 1966.

There doesn't seem to be a Thomas Motors in Vancouver anymore but Google shows one in Melfort, Sask. Don't know if they are related. Ed.

THE HOME OF TRIUMPH
Presents the Famous T.R. Line

				
TR6 1963-66	TR5 1955-59	TR3A 1960-62	TR4 1962-65	TR4A 1965-66

— 13 years of top performance —

EXPERT MECHANICS — ALL T.R. AND OTHER TRIUMPH PARTS

Special terms to Sports Car Club members

YOURS FOR FRIENDLY SERVICE

THOMAS MOTORS LTD.
781 KINGSWAY - VANCOUVER, B.C. - 879-4588

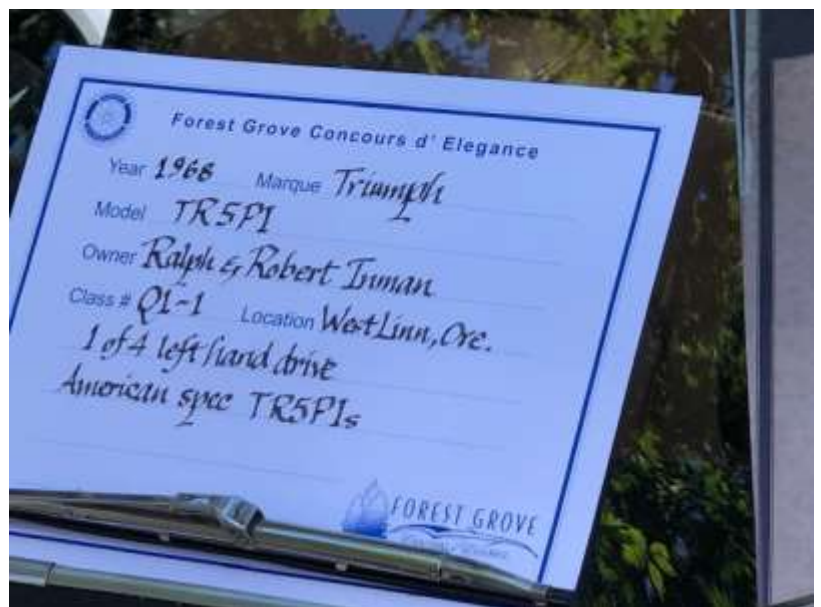
Forest Grove Concours TR5



This extremely well preserved TR5 was shown at the Forest Grove concours near Portland, Ore. on 21st July. According to the information on the car it was one of only four TR5s prepared for export to the US, making it an extremely rare example.

There were one or two other Triumphs but the show was mostly Ferrari. Many thanks to Vince Lee for sending in these photos. The following is a link to his web site showing a lot more cars from the show.

<https://www.flickr.com/photos/30538564@N03/albums/72157709889035902>



Ladner Quilt Walk and Car Show



The 15th annual Quilt Walk and Car Show in Ladner, was held on 18th of August this year. One or two familiar Triumphs were on display there in addition to a whole lot more cars. A large number can be seen at the web site below which is produced by Vince Lee.

<https://www.flickr.com/photos/30538564@N03/albums/72157710429714502>



TR5 Restoration Hits the Road (finally)



With many thanks to Bryan Wicks and Greg Winterbottom, my TR5 restoration finally saw the outside of the garage on 6th September. It was driven up and down the local street a few times and all seems well. We then retired to the back patio for a celebratory drink.

More work is required on the finishes but this is definitely a major milestone. Ed.

BCTR Meeting Minutes

May 8th, 2019

President's Report	Richard Walker called the meeting to order at 7:40 pm. New cars to owners – /cars sold –
Minutes	April 10 th meeting minutes accepted. M – Barrie P / S – Jerry G / C
Treasurer's Report	Keith Sparkes reports a balance of \$ - Absent sick. / PayPal ATDI \$
Editor's Report	Editors Jonathan Clegg and Bryan Wicks request any articles of interest. Looking for events to include in next issue. WIP for June issue, thanks for past articles.
Regalia	Keith Sparkes has stock for sale at the meeting, see him. Crests/pins/grill badges. Car antenna flag swag & BCTR embroidery.
Membership	The updated roster reflects ----78 paid members to date, 18 at tonight's meeting.
Correspondence	May 3 – OECC's British Invasion in Langley at Douglas Park, June 1 April 22 – Greg Pinton has a TR6 for sale, see it on the BCTR website. April 24 – Brent Berwick has TR3 small mouth, works at Alistair Black Special Services Dennis Nelson's TR3 is for sale on the BCTR website. Contact Pat.
Past Events	April 27, Saturday Tulip Rallye – some traffic enroute, very busy. April 28, Sunday St. George's Day Fort Langley, good weather & attendance. May 5, Sunday, Poppy High School, packed to limit April 21 Easter Sunday at Trev Deeley, Jonathan reported good attendance. Hagerty's Spring Thaw, Jerry G attended, about 80 cars on the run.
Future Events <i>Please refer to BCTR web site often.</i>	VanDusen ABFM, Saturday, May 18, Lyle Dickson hosting the post ABFM BBQ. Barlow Boy's Run – June 6 – 9 th Meet at Abbotsford Tim Hortons south of HWY 1. July 20-21 BCTR Drive to Lillooet. Barrie Puffer has organized a run with overnight in Lillooet and return Sunday. Leave from Abbotsford Tim Hortons through Lytton to Lillooet. Book soon. See BCTR website for full details. September 20 – 22 - ATDI Penticton
New Business	2019 ATDI planning continues with work on menus, Registration and approach to sponsorships, now headed up by Greg Winterbottom. Registration is now open. Register now and ensure you have booked your hotel room. See the great information on the expanded ATDI webpage on the BCTR website. Meeting room unavailable in June – June 12 th is Pub Night. Meet at Jimmy Mac's 7:30 PM or arrive earlier and enjoy dinner & beverage. John Hunt's Notice of Motion to nominate Michael Bayrock as an Honorary Lifetime Member was seconded by Norm Clarke. A vote was taken after discussion and the motion was defeated. There is no definition or guideline of what constitutes an HLM at BCTR.
Technical	None tonight.
Video & internet	None tonight.

Meeting adjourned at 9:05 PM. NEXT Meeting: Social at Jimmy Mac's Wed., June 12th 2019 /AGM

BCTR Meeting Minutes

June meeting was a social and not minuted. July 10th, 2019

President's Report	Richard Walker called the meeting to order at 7: 35 pm. New cars to owners – /cars sold –
Minutes	May 8 th meeting minutes accepted. M – Charlie Dooley / S – Adrian Moore / C
Treasurer's Report	Keith Sparkes reports a balance of \$ xxxxxxx including PayPal
Editor's Report	Editors Jonathan Clegg and Bryan Wicks request any articles of interest. Looking for events to include in next issue. WIP for September issue with end of August cut off, thanks for past articles.
Regalia	Keith Sparkes has stock for sale at the meeting, see him. Crests/pins/grill badges. Car antenna flag swag & BCTR embroidery.
Membership	The updated roster reflects 81 paid members to date, 19 at tonight's meeting.
Correspondence	Email re Triumphs & GT6 modified, with teeth! Greg Tenor, modified collector plate, enquiring about inspection facility – ICBC online. TR6 for sale Mike Leyland on web site / Greg Pinton 1969 TR6 SOLD Dan Cuss – Letter re daughter in Whistler / TR Register Australia John McCormack
Past Events	Barlow Boys' Run – June 6 – 9th Adrian's new clutch kaput, limped home. Charlie Dooley's TR8 front wheel bearing issues. Jerry's fuel pump not happy so switched to backup no problem, preparation is key. Highland Games, Coquitlam – approx. 40 cars – Dale's coupe, Andrew Ward's TR8, TR7 yellow & brown, Vito's Aston Martin & Morris 8.
Future Events <i>Please refer to BCTR web site often.</i>	July 20-21 BCTR Drive to Lillooet. Barrie Puffer has organized a run with overnight in Lillooet and return Sunday. Leave from Abbotsford Tim Hortons through Lytton to Lillooet. Book soon. See BCTR website for full details. September 20 – 22 - ATDI Penticton – Please make payment so we can include you. Brits on the Beach – Ladysmith – July 14 – Bryan Wicks going. RX Autoworks open house Sunday, July 14 LAMB Auto Jumble, Sunday September 29 th , Sullivan Hall, Surrey.
New Business	2019 ATDI planning continues with work on menus, Registration and prospecting / receiving sponsorships, now headed up by Greg Winterbottom. Registration is now open. Register now and ensure you have booked your hotel room. See the great information on the expanded ATDI webpage on the BCTR website. Hotel room block and rate package is expiring August 19. Early bird registration ends August 15. Baker Run – Proposed for Friday, September 6 th BCTR to carry on – Charlie Dooley to contact Scott Nelson for clubs list and discuss continuing. Current BCTR Secretary will be stepping down end of 2019. Consider taking it on.
Technical	Dave Rodger – Use correct fuse as specified, don't trust what was in place.
Video & internet	None tonight.

Meeting adjourned at 9:19 PM. NEXT Meeting: August 14th 2019 /AGM

From the Editors

Contributions to the newsletter from members have, sadly, been scarce this quarter. So, a big thank you to the 4 members that did submit material. A special mention to (relatively) new member Jason Webb who has stepped up to the plate again and I should also mention Vince Lee who continues to supply a steady stream of high-quality photos from events in the area and sometimes further afield. It goes without saying that my co-editor, Bryan Wicks, has also made a sizable contribution to the newsletter despite spending most of August on vacation in the UK. I hope that the slow period is due to members taking time off to enjoy the summer and that as the fall approaches, we can look forward to receiving more written material for the newsletter.

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 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.

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.

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

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!

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

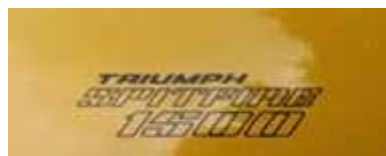
Men's Melton Wool Jacket

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.....



Executive

President	Richard Walker	bctriumph@gmail.com
Vice President	Lee Cunningham	I_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	I_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	I_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 - 2019

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

Aug-14	BCTR Meeting	Cloverdale Recreation Centre 6188-176 Street, Surrey BC Meeting starts at 7:30 PM
TBA	BCTR Run	BCTR Monthly Run Drive Tour Rallye. See Home page for details.
Aug-17	10th Annual Skagit Woodstock	Music festival and car show, Mount Vernon, Wa. Edgewater Park 10am to 9 pm
Aug-18	Sunday Brunch	BCTR Sunday Brunch.
Sep		
Sep-11	BCTR Meeting	Cloverdale Recreation Centre 6188-176 Street, Surrey BC Meeting starts at 7:30 PM
TBA	BCTR Run	BCTR Monthly Run Drive Tour Rallye. See Home page for details.
Sept-14-15	Southwest Idaho ABFM	See link on BCTR home page
Sept-20-22	ATDI 2019 Penticton	All Triumph Drive In in Penticton BC. At Penticton Lakeside Resort and Conference Centre. Reservations 1-800-663-9400, Quote "ATDI".
Sep-21	All British Rally North Vancouver	Sea to Sky all British Rally hosted by Silk Cat Automotive
Oct		
Oct-09	BCTR Meeting	Cloverdale Recreation Centre 6188-176 Street, Surrey BC Meeting starts at 7:30 PM
TBA	Harrison Run	8th Annual Fall Run. Start Chevron Station 32700 Lougheed 10am
Oct-20	Sunday Brunch	BCTR Sunday Brunch.
Nov		
Nov 3	London to Brighton Run (Delta to Langley)	Run cancelled
	BCTR Run	BCTR Monthly Run Drive Tour Rallye. See Home page for details.
Dec		
Dec-11	BCTR Meeting	Cloverdale Recreation Centre 6188-176 Street, Surrey BC Meeting starts at 7:30 PM
Jan		
Jan-8	BCTR Meeting	Cloverdale Recreation Centre 6188-176 Street, Surrey BC Meeting starts at 7:30 PM
	BCTR Run	BCTR Monthly Run Drive Tour Rallye. See Home page for details.
	Annual Awards Banquet Surrey	BCTR Monthly Run Drive Tour Rallye. See Home page 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

ROYAL AUTOMOBILE CLUB OF GREAT BRITAIN
INTERNATIONAL RALLY

TRIUMPH T.R.2

First

GENERAL CLASSIFICATION, SPORTS CAR CLASS & LADIES AWARD

1ST GENERAL CLASSIFICATION	2ND GENERAL CLASSIFICATION	5TH GENERAL CLASSIFICATION	1ST LADIES AWARD	1ST SPORTS CAR CLASS	2ND SPORTS CAR CLASS	3RD SPORTS CAR CLASS	RUNNERS UP TEAM AWARD
--	--	--	--	--	--	--	-----------------------------

This motor trial ran through 2,000 miles of the most difficult country in Great Britain, which included narrow, rutted lanes, perilous hairpin bends, with the added difficulties of fog and special tests for competitors at intermediate stages. In the face of these exacting conditions only 21 competitors out of a total of 229 arrived without loss of any marks.



For full details of this sensational sports car (\$2448 at port of entry, all Federal taxes included) write to:

STANDARD-TRIUMPH MOTOR CO. INC.
15th FLOOR, 730 FIFTH AVE., NEW YORK 19, N.Y.
SUITE 916, 3440 WILSHIRE BOULEVARD, LOS ANGELES 5, CALIFORNIA

List of authorised distributors and details available on request.

ROAD and TRACK, July, 1954