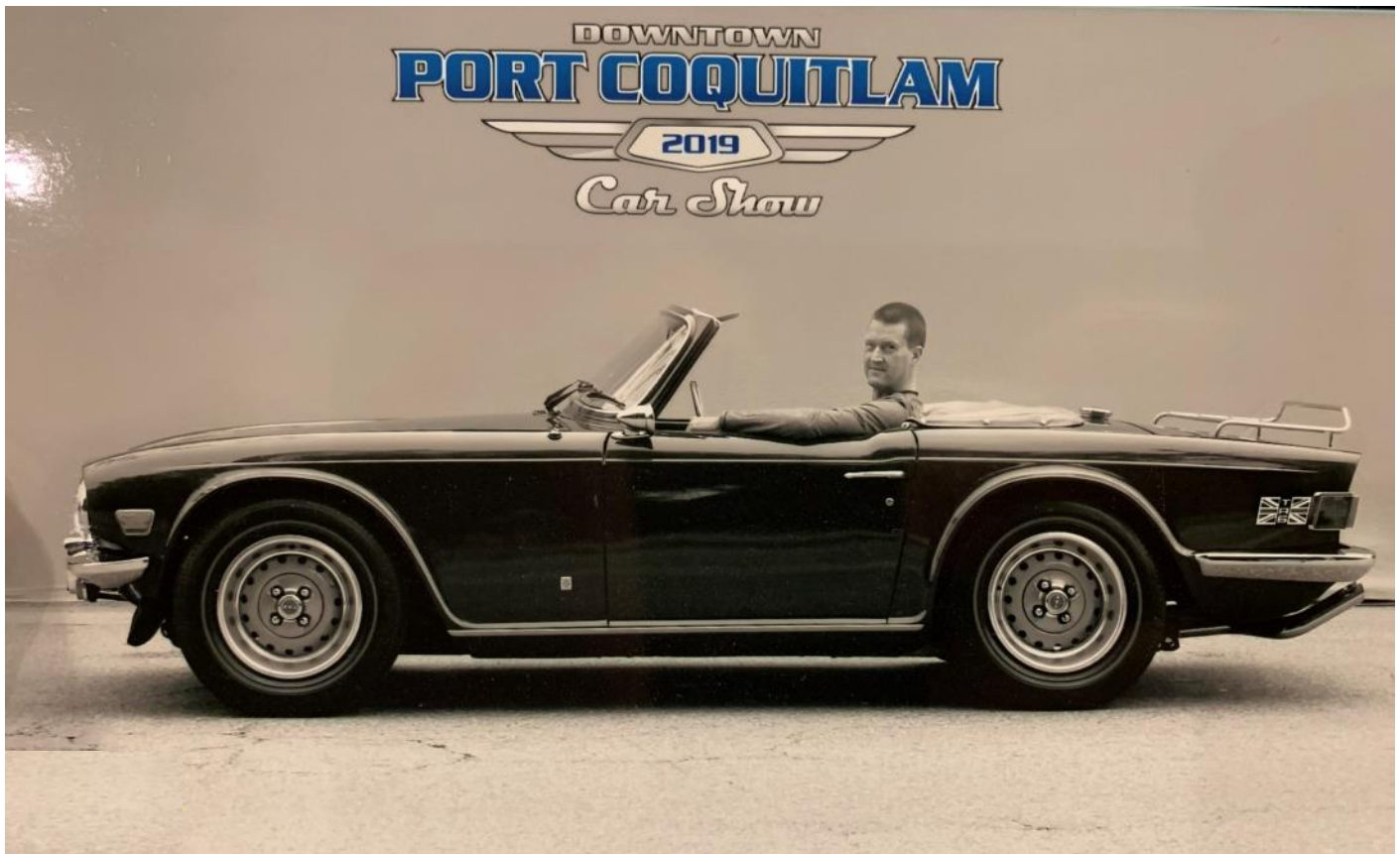




December 2022



TRIUMPH HERITAGE



Feature Member - Jason Webb

See Page 26

A Quarterly Publication for Triumph Enthusiasts from the BC Triumph Registry

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President's Message



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Hello members,

How's the winter projects going? I know I have quite a few pending. As I write this we are approaching Christmas. I apologize to Jonathan for my dalliance in getting my message to him. Hopefully he is able to publish before Christmas in which case I would like to wish you all a Very Merry Christmas for those that celebrate it and Happy Holidays to all others.

The last year has been a little tumultuous with Covid bearing its head again and thus we ended up doing a lot of meetings by Zoom with occasional actual get togethers. November saw us finally come up with a solution that, in the future, becomes a stable for us assuming no more Covid interruptions. We have established and committed to the Cloverdale Rec Centre as our continued monthly meeting spot where we also committed to using a Zoom setup in conjunction with the meeting to accommodate more out of town members and those that cannot attend in person. We want to make the club more accessible to all members.

At the November meeting a decision was made

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Please welcome the following new members to the club:

Roger Levens of Burnaby who owns a red 1971 TR4.

Julius Pataky of Vancouver who has two 1973 GT6's, a red one and a brown one.

Ron Hunter of Surrey who owns a red 1965 TR4A

President's Message - cont.

(Continued from page 2)

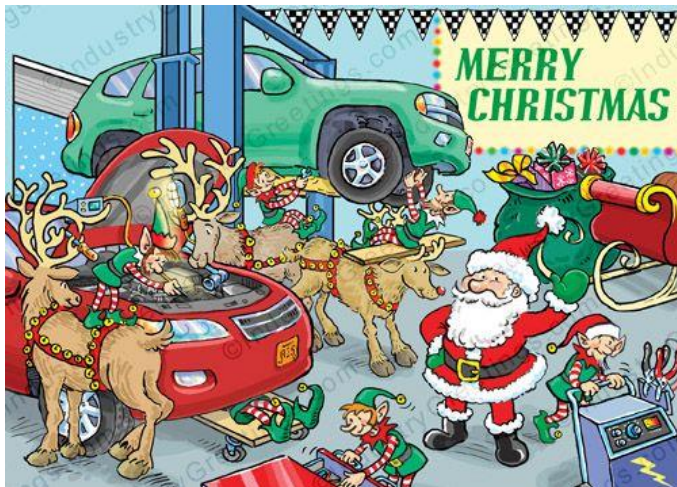
after discussion that yes indeed we do want to go ahead with planning the 2024 ATDI as it is our turn in the rotation after delays from Covid. In that respect a meeting was held in mid November where members interested in being a part of the committee met. A quasi committee was formed from that meeting however there is still room for more committee members and there will be a call for additional "volunteers" down the road to take on different things. Be prepared to help out. And Thank You to Andy Maclean and Richard Walker for stepping up to co-chair the committee along with the other volunteer committee participants.

I am looking forward to 2023 as I feel we can (and will) have more car drives and outings. Our executive would especially like to see a good turnout for the

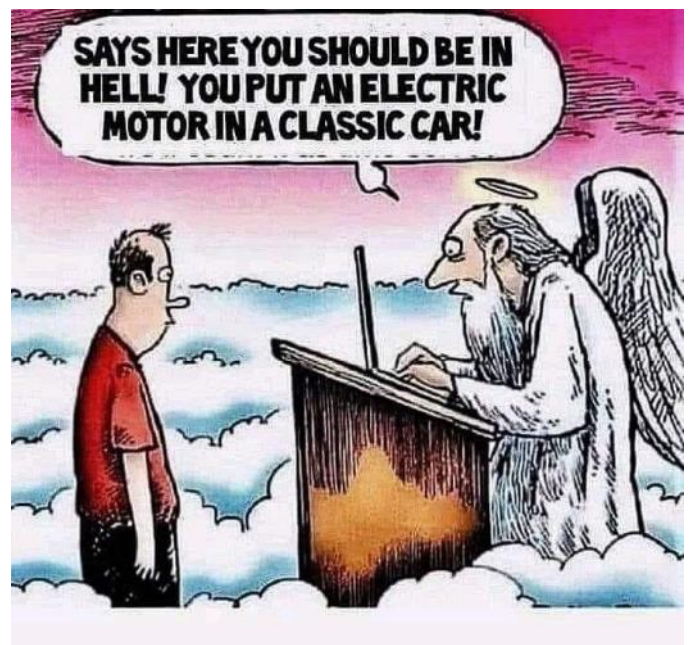
Portland group ATDI to be held in July in Redmond, Oregon. The venue looks spectacular. More info will follow. Remember, as I keep saying, this is your club and to succeed we do need member participation. Planning runs or hosting an event is always welcome.

And a reminder, the January meeting will be followed by the AGM and election or reelection of the executive. All positions are open for contention if you feel you want to be part of the executive. More on that before the January meeting.

Enjoy the holidays,
Charlie Dooley
Your BCTR President



Seasons Greetings from your
editors, Bryan and Jonathan



"And rightly so." Lee Cunningham.

TR250 Revived - 11th August

Sadly, one of our early members passed away a while ago. I believe Ed might have been member number eight. Fortunately his beloved TR250 lives on. It is white with red interior, and the front stripe was painted red to match. It still has the original Rostyle wheel covers on. The car has been languishing for several years, and has not been insured since 2015. His wife contacted the club about how to revive the 250. She thought maybe BCAA would be able to help. The message was passed on to me, and after making contact, I arranged for Jerry Goulet, Ken Nicoll and myself to go out and assess the car.



After sitting that long, you start to worry about the gas, and gummed up carbs, among other things. The battery was completely dead, and the tires needed air. The engine turned over by hand, so that was a good sign. We

pulled the plugs, and squirted a little oil in the cylinders, cleaned the plugs, and put them back in. The battery from my car got it turning over. Checked for spark, and disconnected a fuel line to make sure gas was pumping. It fired right up, and after a little warm up, sounded quite good. We checked the brake and clutch fluids, and all seemed good, with no leaks. It was time for a short spin around the cul-de-sac. Everything seemed to be working as it

should. So no more slagging Lucas.

The family is hoping to hang on to the car, and get it back on the road. It felt good to help a former member out, and it was nice that it was easier than expected.

Greg Winterbottom TR250



PoCo Car Show - 21st August

The PoCo Car Show is a huge event and (if you haven't been) to get an appreciation of the scale you really should check out one or more of these YouTube videos:

<https://www.youtube.com/watch?v=V3vTWUEb0pI>

<https://www.youtube.com/watch?v=ahXQ9gIM6Z4>

<https://www.youtube.com/watch?v=y4FKLrkLzPU>

There may be more but I didn't do an exhaustive search. Charlie sent in these three pictures and I think he had the only Triumphs there. I did see a couple of other old British cars in the videos but not many.

Ed.



Cars and Coffee Richmond - 1st Sept

Former member Gerald Carlson very kindly sent a collection of photos from various gatherings that he had attended in the recent past:

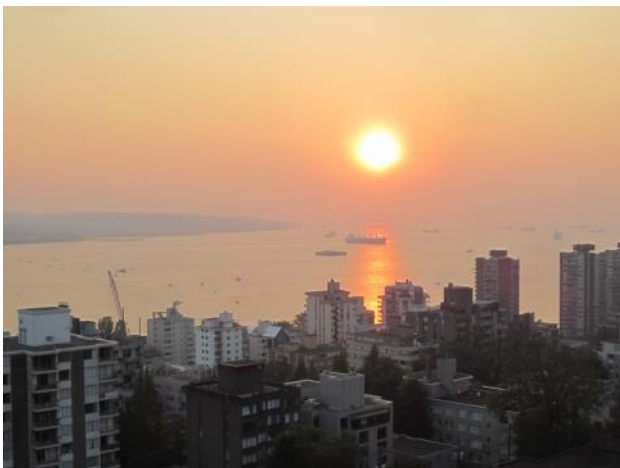
"I didn't have the only British car at the event."



Cars and Coffee Richmond - 1st Sept (cont.)



“English Bay smoky sunset and TR3 in East Van.”



Langley Cruise-In - 10th Sept



tion of a V8. His car was parked outside the show & was too far away to get a shot of it."

"Back in 2019 I tried to make it into the show but it was already full by the time I got there. This year we made it in. Luckily I got a spot under some trees, so we had shade most of the day. The smoke from the forest fires got pretty bad by the end of the show. I didn't see any other Triumphs but I met the owner of a TR4A who has highly modified his car with interesting body work along with the installa-



Langley Cruise-In - 10th Sept (cont.)



Cars and Coffee Spanish Banks - 11th Sept

"The next day we were off to Cars & Coffee at Spanish Banks."



Island Get-Away - Sept

Barrie / Jeannette, Keith / Ellen, and Ken / Joanne spent 5 days traveling the Island in Sept.2022. We spent 2 nights in Campbell River then down to Parksville for 2 nights. Great weather, great fun, and great friends!

Ken Nicoll 75 TR6



Cars and Coffee United Boulevard - 2nd Oct

We had our best turnout for the October 2nd Cars and Coffee at Tim's on United Blvd in Coquitlam. We had 6 cars meet up to drive in together. Olaf and Jerry with 3s, Kevin, Bruce, and Allan with 6s, and my 250, and Olivia with his Miata. The lot was overflowing by 8:20, so we parked together in the adjacent lot.



Driving in together was good, as we did a

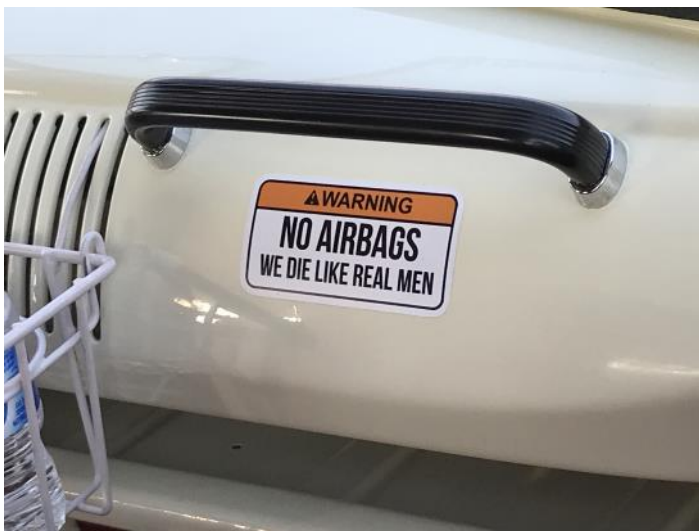
parade lap, and got some footage on the YouTube video. Nice sunny day, but a little smoke from the Minnekada fire. Huge variety of cars, so it was pretty easy to spend a couple hours there.

Greg, TR250

Cars and Coffee Pinetree Village - 9th Oct

Here is a picture from the Pinetree meet on the 9th. Olaf was there with his 3, and Richard with his 8. It was a much smaller turnout than the previous week. The Miata next to us was very well done. They had shoe horned a 5.7 Litre Corvette LS6 engine into it. There is another one on Sunday the 16th in Langley if you are up to it.

Greg, TR250



11th Annual Harrison Spring/Fall Run - 16th Oct

The drive to Harrison Hot Springs was organized by Ken Nicoll and occurred Sunday the 16th of October. Meeting point was the Chevron Station in Mission at 10:00 in the morning.

A total of seven TRs showed up including two 6's, one TR3A, two 8's, a GT6 and one Stag plus one non-Triumph. The day was absolutely perfect being coolish and dry. We all left around 10:30 taking Hwy 7 to Agassiz-Rosedale Hwy into Harrison and then on to Rockwell Drive and to Hick's Lake Road and then to Green Point Day Use park area. We all had a picnic lunch and socialized. Once done we split up and individually headed for home.

I was driving the non-TR and when we got to Deroche, Charlie stopped me and asked if I wanted to carry on with him in his TR8. I naturally said yes so I got to ride along in his 8, only the second TR8 I've ridden in, enjoying it a lot. Lots of power, good suspension, and heat. Charlie filled me in with all the nuances of TR8's. He does seem to know this model and its history very well. Coming home I asked Lee if he'd mind if I had a ride in his Stag back to my car. I didn't expect Lee to throw me the keys but he did so I got to drive a Stag for the first time. Now as you may know Lee's Stag isn't just any old Stag as his has a big bore TR6 fuel injected engine under the hood. I don't know how well the V8 engined Stags go but Lee's is pretty perfect to me, more than enough power from that special 6 cylinder engine. The other thing I noticed was just how incredibly comfortable the Stag is. The power steering and front suspension is sooooo very relaxing and yet I'm

sure one could actually chuck it around a bit if you wanted. A very nice car indeed, thanks Lee for the experience. So I above all got added bonuses on this drive thanks to Charlie and Lee.

Strangely I have not done this drive before as I've been out of the country in the past. Now retired I have no excuses. It was very enjoyable and great to see some of the members, including wives, who I have not seen for a while.

Thanks Ken for putting this on.

Cheers, Bryan TR3

Photos courtesy of Ken, Charlie and Bryan



11th Annual Harrison Spring/Fall Run - 16th Oct (cont.)



London Brighton Commemorative Run - 8th Nov



As most local members will no doubt remember the weather on the date of the London Brighton run was miserable. Nonetheless, a few hardy members ventured out and in an unusual turn of events we ended up with two writeups and two sets on photos. So as not to upset anyone we decided to publish both sets. Ed.

Guys.

Three club members (Keith Sparkes, Ken Nicoll and Andy MacLean) braved the weather and took part in the OECC "London to Brighton" run on Sunday Nov 6. The run drove from the Delta Heritage Airpark thru south Surrey finishing at the Langley airport. Along the way we encountered the first "snow" of the season, at least for me. Whoever thought we would find ourselves driving Triumphs with questionable wipers dealing with slush on the windscreen? One would think we should have more sense.

Cheers, Andy"



London Brighton Commemorative Run - 8th Nov (cont.)



"My son in law, Eric and myself joined up with Keith Sparks and drove out to Delta Air Park to do the London to Brighton Commemorative Run where we met up with Andy McLean, Bob McDiarmid and ex BCTR member Chris Green.

The drive consisted of rain and snow.

Keith, Eric, Andy and myself met up with Joanne Edey-Nicoll and Ellen Sparks at the Merryville Pub for lunch.

Ken."



Left, from Charlie.

Below, from Lee.

Here is a simple way to explain what "Torque" is....



TR5 Ginevra



place despite the fact that the underpinnings of the sports car range were little changed from the original TR2 (in the TR series) and the Herald (for the Spitfire and GT6).

Notwithstanding his essential contributions, he is often overlooked when the great designers are discussed despite his often stunning work for Maserati, Ferrari and BMW. Michelotti was the essentially the Rodney Dangerfield of the great designers and even his

This article was reproduced from an April 2017 Moss Motoring magazine, although there are a couple of similarly worded versions on other websites,

For Triumph enthusiasts, words cannot properly describe the singular importance of Giovanni Michelotti to the success and survival of the company in the Sixties and Seventies. Constantly hindered by limited development funds and hampered by a confused management situation, Michelotti's designs enabled Triumph to differentiate itself from its competitors by offering an entirely different sense of style from those displayed by its more traditional looking rivals from BMC.

From his fertile imagination and pen sprung the Italianate lines of the TR4 and Spitfire not to mention the Stag, Dolomite and 2000 (along with others). That unmistakable styling kept the perpetually underfunded company competitive in the market-

friends at Standard-Triumph would fail to treat him with due respect.

Michelotti was set to debut the Triumph Stag at the 1968 Geneva Motor Show for which he was justifiably proud (in its day, as now, the Stag was a profoundly attractive car) to show off his creation. Weeks before the show, Triumph decided to steal his thunder and display the Stag on their own stand leaving the Italian designer in the lurch with nothing to present. Not one to sulk, he rallied friends, family and employees to design a prototype for what could become the new TR6.

He obtained a rolling TR5 chassis from the factory and designed the body in 15 days. Christened the Michelotti Triumph TR5 Ginevra it was a striking design that would have made an interesting what-if. Remove the side trim from the flanks and there is an awful lot of early Seventies Ferrari and Maserati there. Of course, we know in hindsight that Karmann

TR5 Ginevra (cont.)



A fantastic looking car. This is the path that BMC/Standard Triumph/British Leyland should have taken into the 1970s. A bigger version of their great but small and cramped two seaters was in my opinion what the market wanted. A current ver-

would perform the facelift on Michelotti's earlier design to make the TR6 but this one off would have been a very interesting move to affordable exotic design.

Chassis:

No. X760 (1967, works prototype on a TR5 base).

Engine/power:

Engine: Prototype Triumph 2-litre straight 6 no. MB73526HE with Lucas injection No. WA524B/WA3129 numbered 2967.

Power: Around 125 bhp with a top speed of some 200 km/h and fuel consumption of 9.5l/100 kms.

Gearbox: Standard TR5, 4-speed with Laycock-de-Normanville overdrive.

Transmission: Rear wheel drive.

Bodywork: 2-seater roadster.

Weight: Dry weight: 1030 kgs approx: Total weight: 1280 kg

sion of this car would probably still be in production if it had gotten the green light!! British sport car drivers everywhere should take a moment to remember how important and influential

Michellotti was for our motoring heritage.

keith bayliss



Monterey Car Week, 13th - 21st Aug

Membership Director, Andy MacLean spent a week in August on an enviable trip to several auto events in California. Here he recounts some of the high points and also includes some photos. In the picture below he is seen “sponging at the Hagerty Pavilion” (as he puts it) at Laguna Seca.



Sometime in June 2022 my friend David Kincaid made arrangements to travel to Monterey for “Car Week” with a friend of a friend who was based on Whidbey Island in WA. The purpose of the trip was to attend Automobilia, a collectibles event associated with Car Week, and attend other Car Week events including the Rolex Monterey Historics, the Pebble Beach Concours D’Elegance, and anything else that struck his fancy. This would be a driving trip with a good chunk of the travel costs taken care of. And since the friend was an author there were media passes available for the Historics. I recall telling Dave at the time I was jealous.

Please now fast forward to Wednesday, Aug 10.

The Whidbey Island friend has called Dave to say he was too sick to make the trip and was loath to eat all of his upfront attendance fees and non-refundable prepaid hotel reservations. Could Dave still go and bring a friend (me) to take his place? For a visit to the Monterey Historics at Laguna Seca, and maybe a

look at the Pebble Beach Concours? You betcha!

We left home Friday morning and after a couple of stops found ourselves running right into Seattle Friday rush hour. We crawled from Lynnwood to Lakewood south of Tacoma and by 6 pm we were still close to an hour away from the Oregon border. Not a lot of progress. Note to self: avoid Seattle on Friday after-

noons!

We arrived in Monterey Sunday afternoon and then for the next three days attended Automobiliaa show specializing in automotive collectibles such as posters, paintings, 1/43 and other scale models, books, clothing and so on. It was an interesting event for sure.

The motel that had been booked was not the best. Built in 1948 with minimal upgrades since, it was the kind of place my wife would refuse to stay in. It was clean enough, but was tiny, with a phone booth for a shower. But everything elsewhere was fully booked so there were no options. It was okay for two guys so we just had to grin and bear it.

Monterey during car week is a car lover’s dream.

Monterey Car Week, 13th - 21st Aug (cont.)



sive and super expensive McLarens, Ferraris, Lambos, and so on. Corvettes & Porsches were aplenty but the truly expensive stuff.....crazy. Where do people get the money?



Exotic cars everywhere. And when I say exotic I do not mean the classics we see at the usual Cars N Coffee gatherings. What I am talking about is expen-

Now no visit to Monterey is complete without a visit to Dodi's. (www.dodiauto.com) If you want to buy a project car this is the place to go. His cars are all in need of something. From bug-eye Sprites that are nothing more than a rolling shell to complete Rolls Royce's in need of serious TLC, he's got it all. But nothing is cheap. Be prepared to spend way

Monterey Car Week, 13th - 21st Aug (cont.)

(Continued from page 21)

more than you think. Take a look at his web-site.

The Rolex Monterey Historics are amazing. Weathertech Laguna Seca is amazing. Put 'em together and Wow! Over 500 entries with this year's focus LeMans cars. I have been to multiple vintage races at Mission and Seattle but neither prepared me for this. You have complete access to the paddock where anybody and anything is available for you to talk to or view. The crews and drivers are super accommodating, and the cars themselves are fabulous. No clapped out 50 year old MG's here. And with viewing access to most of the track it's a vintage racing enthusiast's dream come true.

The grid for each day consisted of 13 racing groups ranging from pre-1920 racers, '58-63 formula Junior, '66-85 formula 1, '74-79 Formula Atlantic, '66-72 Trans-Am, '55-66 SCCA Production, '55-66 SCCA Sports Racers, '55-69 SCCA Sedans, four LeMans groups starting with 1923 classics and running up to 2005 Prototypes, and '81-91 IMSA & Trans-Am.

In the 1972-82 LeMans cars we find the only Triumph here. Group 44's TR8 originally driven by Bob Tullius, now owned and campaigned by Mark Leonard of Grand Prix Classics, La Jolla Calif. It ran strong and was well driven but with the Porches, Chevrons, Lolas, and other purpose built cars in the group he had no chance to do anything but stay in the pack. He really needed a '67-85 SCCA production class to play



Group 44 TR8

Monterey Car Week, 13th - 21st Aug (cont.)

in. The TR8 is for sale by the way. The price? à Inquire. I guess it's like boats....if you have to ask you cannot afford it.

While at the Historics I was pleased to find my Hagerty's Drivers Club membership provided access to the Hagerty Pavilion where we enjoyed refuge from the sun, a buffet lunch, late afternoon snacks and an open beer and wine bar. Thanks Hagerty!



Hagerty's Nigel Matthews



Concours D'Lemons

Next on our Monterey adventure was a visit to the Concours D'Lemons; a total spoof on the Pebble Beach Concours. Cars are as far from pristine as you can go. Well, maybe not quite. There's still Dodi's or the wrecking yard. Judges for the event included TV's Mike Joy, who also drives a Trans Am Camaro in the Historics, and Hagerty's BC guru Nigel Matthews. Two Triumphs were on display. A Spit and a TR3. Neither were #2 cars, but they were not junk either. We did not stay for the awards ceremony so I'm not sure what the judging criteria is but I am certain the standards are LOW.

There are a number of auctions taking place during car week. Some are ultra-high end....think Ferrari for \$22 million. A less costly forum is Mecum's. But even here things are not cheap. For example a 65 Tiger Mk IA was expected to fetch \$110k, with a 67 Tiger Mk II \$150k. There was a real eclectic mix of everything from VW beetles to COPO Camaros, to Coupe DeVilles. With over 500 cars up for grabs there was bound to be something there you'd like to have. Alas bidding was not on my agenda.

And then the grand finale on Sunday was attending the Pebble Beach Concours D'Elegance. Hagerty's Nigel Matthews was a judge here too. I suspect his Pebble duties were a bit more serious and formal than the lemons event! The cars are unbelievable. Paint that looks like you could dive into and swim. Spotless engine bays. Chrome cam covers you could comb your hair in. Upholstery you'd love to sit back in and have Jeeves (your butler) serve you a glass of Dom. But there was some oddball cars on display too. There was an unrestored '09 Stanley

(Continued on page 24)

Monterey Car Week, 13th - 21st Aug (cont.)

(Continued from page 23)



Concours D'Elegance

Steamer, a beautiful '63 Chrysler Turbine car, and cars that run on coal and/or charcoal. Weird stuff. All of the cars, no matter what genre, were of course completely outside of my pay grade so all I could do was admire them. Coveting any one of them was out of the question. In spite of the \$500.00 spectator entry fee the place was packed. (Nigel was instrumental in getting Dave and me access to this event.....THANKS Nigel!) There is certainly some money floating around the Monterey peninsula!

The people are fun to watch too. There are languages and accents from everywhere. Many people, especially the ladies, are dressed period correct. Big hats and flowing gowns abound. Many men are in costume too, however the best dressed pair were the Scottie dogs in kilts.

The two day drive home was uneventful. Northbound through Seattle at noonish Tuesday was quick and easy; nothing like Friday rush hour. We had clear sailing to the Duty Free store and the Blaine border crossing. With only half a dozen cars in front of us, and our completed ArriveCans, clearance was a breeze.

All in all, a truly memorable experience, and a bucket list item checked off. If you ever find an opportunity to go.....take it!

Cheers, Andy.

Rats!

The following article is from a recent Globe and Mail and under the heading of Lou's Garage.

A no-start Volkswagen Tiguan recently arrived on a flatbed tow truck from a customer who lives in downtown Toronto. The owner mostly commutes by subway and just relies on her vehicle for weekend excursions and to run errands. When our technician opened the hood to replace the battery, he got quite the shock – and not the electrical kind.

The animal was huge, and angry. The technician says he looked into its eyes for a moment, but thankfully was not bitten as the recently relocated Godzilla-sized rat scampered around our shop. We managed to hastily open all the bay doors and encourage the creature to make its exit.

Every auto technician has to deal with wildlife that makes a new home in bumpers, wheel wells and engine bays, but it seems to be worse as of late. Early in my career I dealt with rodent nests about once a year, now its every month. There is a theory that electrical wiring sheathing is soy-based and particularly tasty for rodents. While this has been a popular theory for years, some professionals say it has no merit.

Here is my theory: Engine bays from decades ago were massive with large open areas. Most new car owners open the hood of their contemporary vehicle and see a plethora of plastic shielding. Typically, after having little success trying to find the dipstick, they close the hood and never return because access to compo-

nents is limited. The only thing is, while it is limited for human access, it is ripe for rodents to seek and find warm, dark areas for their nests. Ninety per cent of the time when we locate an unwanted animal nest it is found under the main engine plastic shielding. If a wiring harness is running through their home, it will usually be chewed, they are hungry after all. The damaged wiring harness will cause problems for your vehicle.

Regardless of the reason for the increased frequency of non-human visitations, if you suspect a rodent is present, you may want to check for yourself. Spend a bit of time and research how to remove the upper plastic cover on your engine. Despite how it looks, this upper cover is usually not that difficult to temporarily remove. Most times only a basic skill level and rudimentary tools are required. You might be surprised at what you find.



A technician found a rodent nesting under the hood of a customer's car.

Feature Member - Jason Webb

Jason Webb has been a member of the club since 2018 and here he tells us about himself and his love of British cars.

I was born and raised in Coquitlam. I married my wife and raised two boys still in the Tri-Cities so this is definitely home for me. I am the youngest in my family of 4 kids and always looked up to my oldest brother who was continually working on cars, which, I guess, is where I developed a passion for vehicles.

I purchased my first car before I turned 16. It was a '73 Mini 1000. I bought from a friend of my brother. Being too young to drive, he reassured me it was a great car! To my surprise, the brake pedal went right to the floor! I soon learned how to stop with 2 or 3 quick pumps of the brake pedal to build up some pressure. That car was off the road as much as it was on but it established my desire for British cars. I only owned the Mini for a couple of years and then moved on to 4x4 trucks for many years.

I met my wife, Jackie, at work and we've been married for nearly 30 years. Our two sons are Jor-

dan (26) and Joel (23). Jordan is married and an RCMP officer posted to a small town in northern Alberta. Joel still lives with us and is pursuing a trade as a glazier. Joel has been afflicted with the same sickness and currently has a '89 Mustang 5.0 and a '89 Toyota 4x4. Both of which require us to get our hands dirty often... too often.

Around 2014 I started to look for a vehicle that could be a project but was also in running condition. After many months of hunting, I found my '76 TR6 in Ontario. With the help of a friend, I was able to verify it's condition and I had the car shipped here. The car was originally from California and it came to BC in the early 2000's. It received new seats and carpets and was repainted British Racing Green



Feature Member - Jason Webb (cont.)



The head has been rebuilt with roller rockers, ported and shaved .120". New valves, springs and seats completed the head. Then I installed a GP2 cam. The bottom end has been bored, and the crank ground and balanced. I installed a new clutch and lightweight flywheel. Then I equipped it with an overdrive unit in 2019 in anticipation of joining the Boy's Run in 2020 but that didn't happen due to CoVid.

In early 2018, I joined the club on an evening run. I enjoyed being around other Triumph-minded people so I joined the club. I've been with BCTR since 2018 and have participated in a

few day trips as well as one run up to Sun Peaks. One of my favourite runs is Mt. Baker. As much as I enjoy driving my car around town, even to do mundane errands, I really enjoy getting out on runs with the other members. Work has kept me from enjoying my car as much as I'd like to but, I look forward

from it's original Maple Brown before being sold to the last owner. Having arrived from Ontario with a sound body, I immediately began to work on the mechanicals. It had some of the usual electrical issues that required some sorting out. I renewed all the suspension, brakes and upgraded the rear hubs with a kit from Goodparts. Then I began to work on the engine and transmission.



Feature Member - Jason Webb (cont.)

(Continued from page 27)



many more years with it as it runs strong now with minimal maintenance required.

My latest project is my recently acquired daily driver, a 2013 Audi Allroad. So far I've lowered it, replaced the tires and wheels, installed EBC brakes, a bigger turbo and a high-flow catalytic converter. Most recently I took it to HPA Motorsport to have the ECU tuned so it now produces about 325hp.

There's always something to do with our cars...it never ends and I don't want it to.

Jason Webb, TR6

Triumph Cars at Goodwood

I was fortunate enough this past summer to do another tour in England. This one was “Trains, Planes and Automobiles”. I took approximately 2,500 photos over the tour. Part of the tour included two full days at the Goodwood Revival. It may sound excessive to some but this was my fourth time, and no, I am not bored with it yet. In fact I would have liked to stay for the third day but the rest of group were getting on the plane home the last day, so...

These pictures included are just some of the Triumphs in the visitors parking area, plus one or two



Triumph Cars at Goodwood (cont.)

from display stands at the show. I didn't have time to go into the secondary field so I'd assume there were lots more out there. There were Bugatti's, Bentleys, Jags galore, Big Brit Sedans, Rovers, Hillman, Jowett, Austin, Alfa's Renaults, and on and on and on... The Triumphs were clearly driven quite a bit, not just polished up and dragged out for this show. And as you can see some are slightly modified even if it is just to keep them on the road.

I've included a picture of a Hillman Imp, and I've seen more than just a few which have "slammed"



Triumph Cars at Goodwood (cont.)

(Continued from page 30)

suspension. I take heart in the fact that in relation to most of us these are obviously owned by the



“Grandchild” generation. So there is hope for the future yet. Not sure if this would suit a TR3...! I’ve also included a ‘Mystery’ car in the photos. See if you can figure out what it started out life as. There were a few modified vehicles out there. Oh, and you will notice pretty much all of these cars have the steering wheel in the correct position.

Cheers...Bryan TR3

Triumph Cars at Goodwood (cont.)



Above - The Mystery Car



September Meeting Minutes



BC Triumph Registry Monthly Meeting September 14th, 2022 Minutes

President's Report	Charlie Dooley called this meeting to order at 7:32 pm. There were 10 members in attendance via zoom.
Minutes	The August 2022 minutes had been circulated.
Treasurer's Report	Keith was not present, no change in bank balance
Editor's Report	Jonathan indicated newsletter will be distributed at week's end; thanks to everyone who submitted items
Regalia	On website.
Membership	There are 91 paid up members.
Correspondence	Jerry has sent items via email, recently LAMB auto jumbo.
Past Events	- Cars and coffee at few sites, also A&W and now weather dependent - Six members attended ABFM, 4 prizes and a good event - Langley cruise was a good event (Lyle)
Future Events <i>Please refer to BCTR web site often.</i>	- ATDI in Bend Oregon July 2023 - Check website for more complete list updated by Greg
New Business	- Andy apparently got the circular microphone . - Planning committee for ATDI 2024 will be formed. and may be hosted by Keith ; executive meeting prior to this meeting
Technical	- Bob McMiarmid is looking for TR6 frame - Ken Martin has apparently sold his TR8
Video & internet	None tonight.

Meeting adjourned at 8:10 PM. NEXT Meeting: October 12th 2022

October Meeting Minutes



BC Triumph Registry Monthly Meeting October 12, 2022 Minutes

Insufficient members were present to form a quorum so although discussions took place, no minutes were recorded.

So that we don't end up with a big blank space where the minutes should have been, here is a photo of a beautifully restored TR6 PI engine, transmission and chassis that Bryan found (the photo that is, not the engine and chassis).



November Meeting Minutes



BC Triumph Registry Monthly Meeting November 9, 2022 Minutes

President's Report	Charlie Dooley called this meeting to order at 7:33 pm. There were 27 members in attendance via zoom and in person. Zoom members were projected on a big screen and the newly acquired microphone for this purpose was used for the first time. Seemed to work out OK. Good feed back from members on this. Future meetings will incorporate this method whenever we can.
Minutes	No minutes for last meeting as no quorum.
Treasurer's Report	Keith reported 13,596 in accounts. Dues can be paid by PayPal, Visa or cash at Dec. meeting. To pay online go to the BCTR website and open the sign-up link. It will give you the option to also just pay renewal dues.
Editor's Report	Editors have some content and appreciate more articles and pictures always.
Regalia	On the website
Membership	Andy reported that there are 92 paid up members. 12 and few more from this meeting have paid for 2023. Name badges in spring for members who joined after 2015. Others can order as well. New members introduced their cars and this was followed by a brief introduction by all members present.
Correspondence	Messages have been emailed to members Hilary has kindly offered to do prepare this 2023 calendar again this year. She has lots of TR6 pictures and is looking for other makes. Please send high resolution photographs to BCTRcalendars@gmail.com ASAP. Deadline is approaching.
Past Events	Charlie attended the ABFM in Portland early Sept. Then a week later drove to Las Vegas and returned via the Coast. He also stopped at the Idaho ABFM in Boise on his way through. Harrison fall run had 7 cars and a good picnic in the park under blue skies. London to Brighton had about 40 cars; rain, snow and cold
Future Events <i>Please refer to BCTR web site often.</i>	ATDI will be in Bend Oregon It was decided that due to the cost and barely enough turnout to cover cost there would be no banquet this year. However, we are hoping we can put together maybe a Pub night early in the year to get together socially and hold them occasionally throughout the year.
New Business	ATDI 2024 committee will meet at Rickie's in Coquitlam at 6:30 November 21. Everyone is welcome. Email will be sent. Richard spoke about the logistics. The elections of the executive will take place in the January meeting. Only paid-up members can vote. Nominations are open AGM will be in January 2023 after the regular monthly meeting
Technical	Andy has a water and oil problem; possibly addressed by new O rings Dennis Popowich was seeking information on a quality radio with blue tooth and USB port for his TR8. Charlie has a slipping clutch after his 6,000 Kms run this year.
Video & internet	None tonight.

Meeting adjourned at 8:45 PM. NEXT Meeting: December 14th 2022

From the Editors

Bryan headed off to see friends and family in New Zealand a couple of days ago (at the time of writing). He's gone for about 3 months and of course we hope he has a good time there and wish him safe travels and hope he brings some sunshine back when he returns. It seems his timing was spot on..... he left about the same time we got hit with that first snow. It wasn't a lot of snow really but it sure caused chaos around the Lower Mainland area. Roads were blocked due to cars that had spun out and hills, even moderate ones, became clogged as cars slid down sideways. We live in a rather hilly part of Burnaby and it was amazing to see the traffic backed up on the night of the storm and the following morning. I read that many roads were so bad that commuters ended up spending most of the night in their cars. I know that I am preaching to the choir but a lot of this could have been prevented if people had, where possible, just stayed at home. After all, the storm was forecast. No doubt some trips were essential but that does not excuse inexperienced drivers in cars with summer tires taking to the roads. All this damage will just end up on our next ICBC premium.

It was, however, nice to see that some local residents in neighbourhoods where cars were trapped for long periods took the time to offer drivers some food and drink.....not sure about bathroom facilities.

Finally I would like take this opportunity on behalf of Bryan and myself to wish all members a very Merry Xmas and a safe and Happy New Year. Also, please don't forget your membership dues.

Triumph Heritage is published four times a year

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 - Andy MacLean - bctrmembership@gmail.com.

Monthly Meetings

BC Triumph Registry Monthly Meetings are normally held the ***second Wednesday of the month*** at the Cloverdale Fairgrounds, 6188 -176 Street, Surrey. Since the resumption of in-person meetings, starting times may vary to accommodate staff on the premises. Please check the email meeting invitations.

(March, June, September and December) and is distributed to BCTR club 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 you have moved, please let the editors know. The Club and the Quarterly Publication will be as good as we collectively make it .

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	Charlie Dooley	bctriumph@gmail.com
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Secretary	Robert Strath	bctriumph@gmail.com
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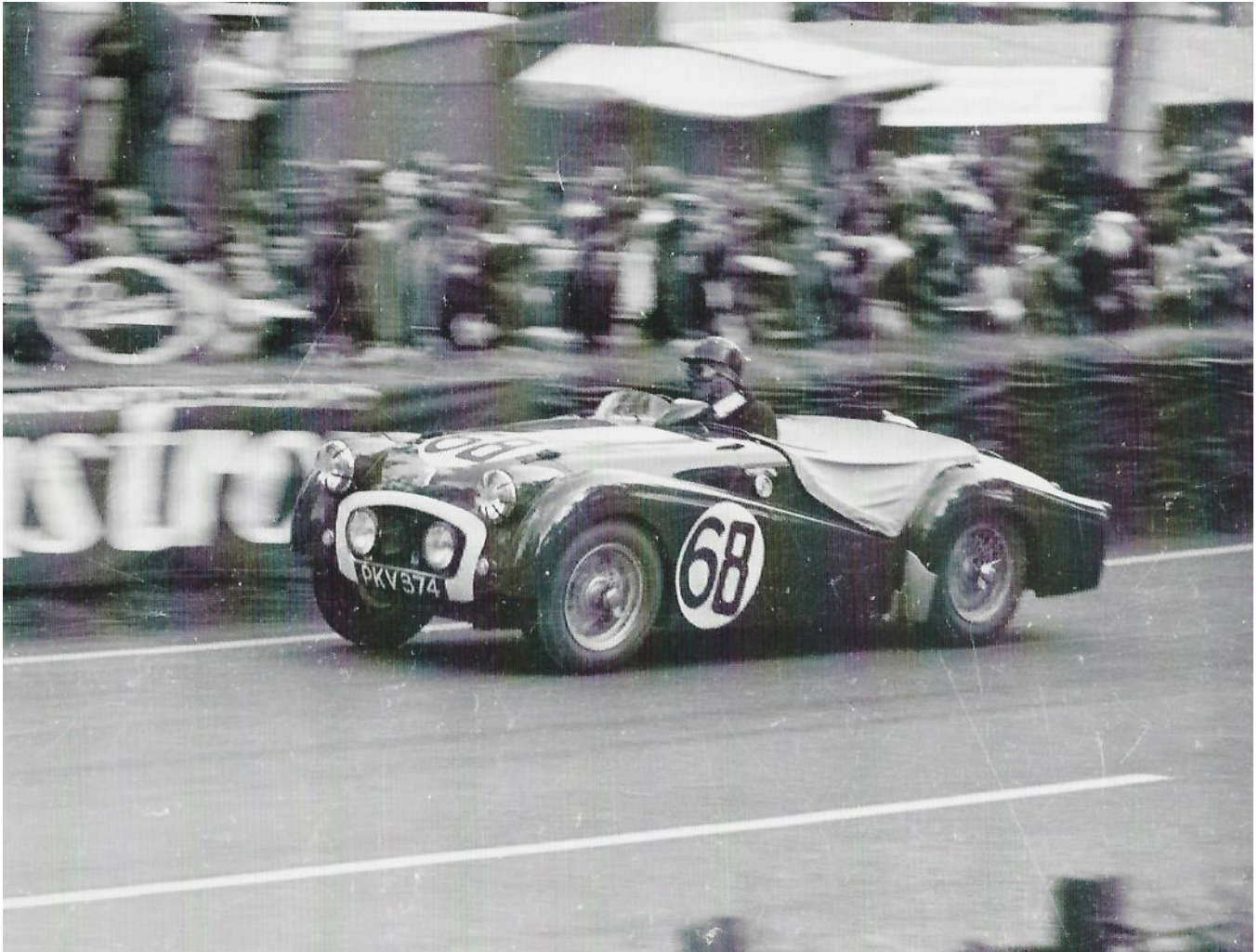
Upcoming Events - 2022/2023

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 Greg Winterbottom - bctrumph@gmail.com.

DEC 2022	EVENT	DETAILS	LINK
Dec 26	VCCC Boxing Day Run Planetarium		
JAN 2023	EVENT	DETAILS	LINK
TBA	Annual Awards Banquet	BCTR Annual Awards Banquet - See Home Page for details	BCTR Home
FEB 2023	EVENT	DETAILS	LINK
Feb 10	Drive Your Triumph Day Anywhere	Take a photo of your Triumph on Feb 10th and email to: driveyourtriumphday@gmail.com	Drive TR
APRIL 2023	EVENT	DETAILS	LINK
April 23	Car Show Fort Langley	Annual St. George's Day Car Show in Fort Langley, hosted by LAMB.	LAMB
April 23	Car Show Vancouver	British Isles Heritage Festival Vancouver Art Gallery	
JULY 2023	EVENT	DETAILS	LINK
July 27 - 30	ATDI 2023	All Triumph Drive In	ATDI2023

Dates may be subject to change, please check the BCTR web site
and email notifications regularly for events and information

Looking Back



Ex-Works TR2 1955 Le Mans