



September 2022



TRIUMPH HERITAGE



Feature Member - Brian Thomlinson

See Page 8

A Quarterly Publication for Triumph Enthusiasts from the BC Triumph Registry

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President's Message



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Hi All,

It's hard to believe 3 months have passed and a whole summer since the last newsletter. I can never fathom why the summer months go so quickly and the winter months drag on. And here we are into September with fall approaching. I hope you all had a good summer and managed to get out somewhat in your cars. It has been hot and nice. Did YOU attend any car shows? I only managed to enter a couple here in my local city. The Cat and Fiddle annual Hogs and Rods event drew the largest crowd of cars they ever had registered with 150 or more and tons of bikes and hotrods parked close by. There seems to be a pent up demand for shows after the 2 years of Covid. There were lots of spectators and 3 British cars, 2 of which were my 8s. A huge event that came back this year after a 2 yr. Covid hiatus was the annual Port Coquitlam car show and cruise the evening before. The volunteers that organize this do a fantastic job. They max out at 500 cars and have thousands

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Please welcome the following new member to the club:

Michelle Morefield, Surrey BC. Green '71 TR6

President's Message - cont.

of spectators. The cruise around the city the night before was so much fun. People line the streets hoping (and screaming at you) to see you lay rubber. I think a lot of people obliged. LOL! Here is a YouTube link. Check out just after the 9 minute mark. <https://youtu.be/ahXQ9gIM6Z4> I had a friend drive a second TR8 for me and then entered both in the car show. There was a fantastic amount of interest in both cars with lots of stories of previously owned british cars. I wasn't able to make the ATDI in Olympia but I did attend the ABFM in Portland Sept. 9,10,11. That was a great event with about 750 cars being shown. That story and pictures will follow in the next newsletter. But I did cover 1100 Kms. and my car ran flawlessly. Temp never got over 1/4. The Evans coolant I use is fantastic.

As we will be hosting the 2023 ADTI, be aware that we need people to step up to participate in the planning. We will begin putting together a committee in October. Please give this some consideration. It is your club so participate.

However, as the newsletter will reach you soon, you may want to check the BCTR Facebook page if you want to follow me on my next big adventure! I am driving to Vegas for a couple of weeks starting on the 17th. Yahoo!

Enjoy the fall.

Sincerely,
Charlie Dooley, BCTR President.
604 240-0133

Peter Howard-Jones in Norway

Peter Howard-Jones and Eileen were on a very recent cruise from Copenhagen to Norway, Iceland and the UK. Peter sent these photos and this message. "We docked at Fredericia in Norway and the local car club had parked their members cars as a welcome for the passengers. Only one Triumph....



Cars and Coffee United Blvd - July 31st

Both Charlie Dooley and Greg Winterbottom attended the Cars and Coffee on United Boulevard on 31st July and sent in pictures and a few comments.

United Blvd. COQUITLAM Tim's. 1960 TR3 owned 28 years. And my 81 TR8. Also just caught the 2 red cars leaving. One was an 53 MGTD. The sedan a 52 RHD MGYB. Will send a few more as limited out here.



The silver Datsun 240 was a 71 and an original owner. As a story, I saw one the first year they were out as a young kid and I fell in love with them and



sports cars in general. Never got a Z car until 1988. It was an all black 1986 300 ZX Turbo and I loved it. Traded my 3rd owned 1975 MG as partial payment on it. Sold it after a few years when we started a family.



The red 63 vette is my friend's. He has a 427 Tri-pack in it. Its parked next to a 63 stock Split window 327 coupe. Both gorgeous cars.

Charlie



Cars and Coffee United Blvd - July 31st (cont.)



Jonathan,

Cars and Coffee at Tim's on United on July 31st. A smaller turnout, but a few British cars. Jerry Goulet and I were there, and former member Allan Reich with his Mustang.

Greg



Cars and Coffee Spanish Banks - July 10th

Former member Gerald Carlson, e-mailed me recently about his problems trying to get out to Spanish Banks for the July 31st Cars and Coffee. He didn't manage to make that one but did send some photos of the C&C on July 10th. Thanks, Gerald.

How are things over in Burnaby? Hope all is well. It's been a crazy day for me. I had planned to go to our local Cars & Coffee early this morning but the TR4 would not start. This was very unusual as I haven't had any issues since I ironed all the bugs out years ago. For the life of me I could not figure out what was wrong. I had fuel, the battery voltage was good but there appeared to be no spark. Pulled the coil & tested it, all parameters checked out. Tried testing the control module on the electronic ignition & was getting all sorts of weird readings. So that was not very helpful. Then I (*finally...at 5:30pm*) noticed a disconnected wire on the ballast connector. This was highly unusual, it was as if someone had pulled it. It was very hard to see because of the angle of the connection. Plugged it in & viola, car started & ran nicely. Now I'm really confused because I took a photo of the coil earlier in the day & it kinda shows that wire being connected but maybe it wasn't. I'm worried that someone pulled that wire & made it look like it was connected & they just wanted to confuse the heck out of me (it worked!). That would mean someone knows how to open the hood on the TR4 & mess with it, what a nightmare. Hopefully all is well with the car now & it will start again next time & run without stranding me. I really don't know what the heck happened. If it was the



wire it would be highly unusual for it to disconnect on its own. At the moment it's all a big mystery.

Cars and Coffee Spanish Banks - July 10th (cont.)



Feature Member - Brian Thomlinson

Why I own a Triumph

Growing up in a small town as the son of a man who worked as a tradesman in a mineral processing company I was always a car nut. My Dad was primarily a Chevy man – a Chevy man as in a 1965 four door Biscayne with a 283 and three on the tree. My brother who is 10 years my senior started with our old family car, a 1948 Chev 2 door sedan but soon moved on to a 1952 MG TD, then a 1957 VW Bug and finally a 1954 Austin Healey 100-4. That's where my chance to hold the flashlight, go for tools and help on repairs (that often didn't go well) – Well actually that's how I learned to swear, at the same time got to go for rides and also learn "Stuff" about old British cars. I mean, the neat stuff like cool engine sounds, old character leather smells -Oh Yeah – that thing they term as Patina now days.

Once, around the early 60's a guy came to my brother to ask for help setting up his triple SU's on an early Series 1 Jag XKE. While in our town (Castlegar) neat English or European cars were few and far between but when these few came round they were great to see. Also as a teen there were four or five guys who belonged to "The Kokanee Sport Car Club" and they did summer events like Rallies or tours and at that time cars from Washington and Oregon came to town. I remember Porsche 356's, Saab 2 strokes, Porsche 911's, MGA's, Austin Healey's, Morgan's, Mini's, Corvettes, Alfa's and others -Talk about Eye Candy – the only place I had seen those was in Road and Track. The Kokanee Sports Car Club also ran the Southern BC segment of the 1965 "Shell 4000 Rally " that ran Montreal to

Vancouver (incidentally a Triumph placed 5th in private hands that year).

In the early 70's a friend of mine's father (a

lawyer) defended a man on some legal issue and was successful in getting the man off on whatever he was involved with. The only form of payment the young man had was his 1968 Triumph TR250, so my friend (Mike) had a TR250 to drive for a couple of years. I was able to drive that car which was about 5 years old at the time. It had the inevitable broken Diff mounts and was a clunker on and off throttle unless you were careful. I was quite smooth though the



Feature Member - Brian Thomlinson (cont.)

gears and that car left a lasting impression (more on that later).

In or around 1973, I joined the Kokanee Sports Car club and bought a 1970 MGB with about 9000 miles on it. Once owned by a bartender at the local Hotel Bar, this car had been won by his wife and he used it for work. The poor car had been hit both front and rear while parked in the hotel lot. I dug it out of about 5 feet of snow in March and began to address the body and paint issues. By mid spring we had it painted a new coat of red paint. I used it in hill climbs, rally's, gymkhana's and general hijinks.

After 3 years I became interested in road racing and reluctantly sold the B and bought a 1971 Pinto 2 litre that had won 2 championships in ICSCC (Conference) racing, so a 1970 Chevy pickup and a trailer were added to my fleet. This was a lot of fun and I learned a lot about car control and also how expensive amateur racing is, so the love of the sport remains but sadly I was only able to do that for 2-3



years. Those 2-3 years took me to Westwood, Seattle's SIR, Spokane, Portland and Victoria.

The car, trailer and truck were sold and I bought a 1968 Volvo 122 and bought a decent stereo for tunes and became married and quickly started a family. After my kids got a little older I acquired a 1960 TR3A with a hardtop, factory Overdrive and 48 spoke wire wheels. That is when I joined the BCTR and became instant friends with Bryan Wicks, Denis Thompson, Ken Martin, Denis Overholt, Jerry Goulet and lots of other folks, some of whom have come and gone. The TR3A was OK but I realized that it needed a ground up resto which I wasn't about to undertake as reality told me it would be very costly and take it and me off the road while in process. During this time in BCTR, attendance at ATDI's in the Pacific Northwest was my main activity and I was reacquainted with some nice TR250's although there seems to be many more now than back at that time. It became clear to me that the TR3A had to go and I sold it to a fellow in the Seattle area and delivered it



Feature Member - Brian Thomlinson (cont.)

(Continued from page 9)

while attending the Portland All British Field meet with Bryan Wicks. One stop along the way was to meet with a guy who had a blue TR250 for sale – So



the funds for the TR3A were in my jeans for an hour or so and I bought my current TR250.

Bryan and I continued on to Portland for the weekend and Arnie Taub who used to chair the Western Washington ABFM was kind enough to store my new car for a couple of days. Unfortunately, Arnie passed away a few years ago. On the way back from Portland Bryan and I stopped to pick up the TR250 and drive it home. We pulled in for gas at a BP station and I filled the car up and “off “ we went. We had covered about 3 miles and were just entering an onramp of I 405 North when the TR Sputtered and quit quite promptly. (Comments of Strong curse words Here!) I thought I

had been burned by the vendor only to discover soon that I had unintentionally pumped 8 gallons of diesel into my new car – Now what to do ? Well Bryan and I knew that the Diesel had to go - so I pulled off the fuel feed line from the tank to drain it and Bryan went to buy a gas can and some gas. The car was in a fairly precarious spot where cars were whizzing by at a good speed entering the freeway. In about 20 minutes a police cruiser arrives and the cop asks “Whats up ?” and sees the leaking fuel trailing from under the car and he makes the decision to call the fire dept who close the on-ramp. (This is the part where a good sized invisibility cloak would have come in handy for me.) Then he calls a tow truck who hooks up the car and “off we go” with the remaining 4-6 gallons of fuel streaming all over everyone who got too close behind us. We went back to Arnie’s and dropped the float bowls off the carbs and removed the gas



Feature Member - Brian Thomlinson (cont.)



line and hand pumped out all the wrong stuff. Arnie put us up for the night, gave us a great breakfast in the morning and sent us on our way. I still own this car and love it some 28 years later. It took many years after that first drive in a TR250 but I finally bought one.

There have been a few cars come and go, a 1965 Morgan 4/4 (I miss that one) a 1967 MGB GT, a 1987 BMW 325IS (miss that one too) but just this year I bought a 1997 Rover Classic mini (after a ride in a 1964 Austin 1071 Cooper S in the early 70's).

This hobby has been a load of fun – I have been in the BCTR for over 30 years, held many executive positions and have been a true enthusiast of many brand of sports cars and touring in my TR. In the last few months my wife Tina and I have moved from Surrey back to our hometown of Castlegar and nearly every day since arriving here in June -I have gone driving in my TR or the mini either on my own or with a likeminded friend or new acquaintances. Hopefully there may be a chance to restart the Kokanee Sports Car Club and so far I have organized one Kootenay Cars and Coffee

event here in Castlegar this summer – Hopefully more. (Checkout Kootenay Cars n Coffee on Face-



book)

It is my wish to stay involved in BCTR from a distance and hope to participate in BCTR runs – I would be happy to organize a segment of any Tours the club may set up in the province that swing through this region.

Thanks

Brian Thomlinson



Barlow's Boys Run

The following article was written by Andy MacLean and photos are from both Andy and Jerry.

BCTR Report of the 2022 Barlow's Boys Run, June 9-12, 2022

The 2022 Run, organized by Richard Walker and yours truly went off with hardly a glitch. This year we had at one point 15 cars

Participants:

Jerry Goulet, TR3A
Bryant Paulsen, TR4A
Brian Thomlinson, TR250
Niall & Daniel Carolan, TR6
George Novotny, TR6
Vlad Kuzel, TR6
Lee Cunningham, Stag
Bill Grace, TR7-V8
Ron Spence, TR7-V6
Andy MacLean, TR8
Richard Walker, TR8
Dennis Popowich, TR8
Gary Stoutenburg, TR8
Charlie Dooley, TR8
Olivier Martieau, Miata

Day 1, June 9. Abbotsford to 100 Mile, approx. 450 kms

Thirteen cars left Tim Horton's Abbotsford at approx. 8:45. The route for the day was east to Agassiz and Hope, north to Lytton, Lillooet, Cache Creek, finishing at 100 Mile. The run from Lytton to Lillooet to Cache Creek was spectacular, all except for the dev-

astation we saw in Lytton. Imagine if that was your home. Nothing left except foundations and a few chimneys. Terrible. I did not see much in the way of rebuilding going on; hopefully things get underway soon. The run north on 97 was an invitation to



speed.....I do not think any of us were caught doing so. But heh! Did you know the gendarmes get REAL excited when they catch you flashing your headlights to warn oncoming traffic of a speed trap ahead?

At 100 Mile Gary had now joined us and we stayed at the Westwood Motel. Not the best accommoda-



Barlow's Boys Run (cont.)



Another good run. At Little Fort we went south to Kamloops on Hwy 5. Wow....is the water in the North Thompson ever high! It looked to me to be only inches from flooding. At Kamloops east to Barnhartvale Rd, and then south to Falkland where we had lunch in the pub. Biker heaven....an interesting place to say the least. Richard now led us through the farmlands east of Falkland. Somehow two of us got lost, but all's well that ends well. We met up with everyone, now including George Novotny, at The Sandman in Revelstoke.

tion but with that name how could we not stay there? We had a group dinner at the Red Rock Grill. Good service but mixed reviews on the food.

Day 2. June 10. 100 Mile to Revelstoke, approx. 450 kms

Fourteen cars set out at approx. 8:45. The weather was decent so most elected to go topless. We headed south to 93 Mile onto hwy 24 east to Little Fort.



Day 3. June 11. Revelstoke to West Kelowna. Approx 380 kms

We departed Revelstoke before 8, heading south on Hwy 23 to catch the Shelter Bay 9am ferry. Once across the lake we went south on 23 and 6 to Fauquier and the ferry back across the lake to Needles. Here we now had another chance to drive the best section of last year's run, only now westbound. Ex-

cept for a deluge of rain it was great. Lunch at the Cherryville golf course and then on to Lumby, where there was a car show, and then on to Vernon. Once in Vernon we headed north to 97 and the Westside Road turnoff where we headed south on the west side of Okanagan Lake. Another spectacular drive. Westside Rd took us to Hwy 97 just east of West Kelowna where we were booked into the Best western Wine Country Hotel. It was the best accommodation of the tree nights, but naturally the most expensive. Gary was good enough to look after dinner reservations at the golf course just behind the hotel....Thanks Gary!

Barlow's Boys Run (cont.)

(Continued from page 13)



Day 4. June 12. West Kelowna to home. Approx 370 kms (to Abbotsford)

The group was reduced in size as George and Gary headed home, Richard left at the crack of dawn to catch a flight to Toronto that afternoon, and Brian, who had done some car juggling on a side trip to Castlegar earlier, went home via the Coquihalla. The remaining group headed south on 97 to Penticton where we turned off on to the Green Mountain Rd which took us to just east of Keremeos. Another absolutely great drive. Once at Hwy 3A I left the group behind and headed home at warp speed in order to attend a previously arranged function. I was only 15 minutes late!

Charlie left the group in Keremeos to go and look at another derelict TR8. (Don't buy it Charlie!!) And as far as I know everybody made it home without too much drama.



Summary.

Total distance travelled Abbotsford to Abbotsford 1650 kms. My fuel consumption is 10 l/100 kms. That's 165 litres. At today's prices...yikes! That's



Barlow's Boys Run (cont.)

\$400.00. Ouch.

My thanks to Richard for setting us up with four great days of fantastic driving. Each day had at least one really terrific section, several I had never driven before. We gotta do it again!!!!

Cheerio.

Andy MacLean



Broken Stud Repair

Lee Cunningham shows us his skills with this article he sent detailing a recent repair.

Hi Jonathan / Bryan

Thought I would share for the magazine, a process I went through with a broken stud removal that had also had a broken tap in the hole from a previous repair. This is on a TR4 engine rebuild.

As you can see from the 1st picture the fuel pump retaining stud has been broken off below flush, someone has tried to drill and tap out the hole, only to break off the tap in the hole. Because the tap is made of hardened tool steel it was not able to be drilled out. There was elongated hole where someone tried to access the broken tap for removal. I drilled another access hole to the side allowing access to be able to punch the tap from 3 side. This loosened the broken tap piece enough to pick it out.

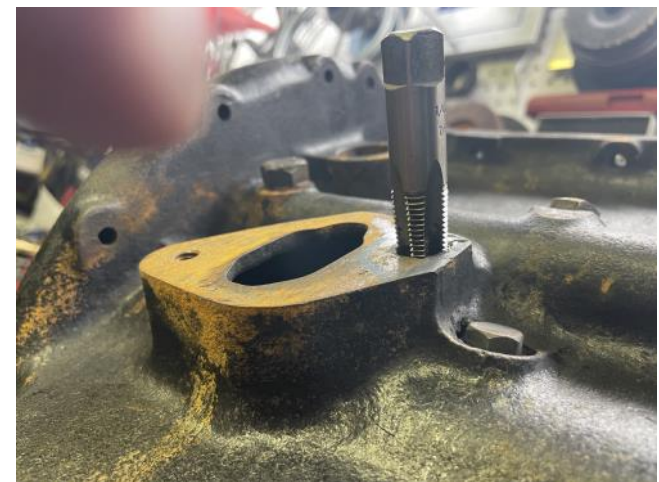
Now, I needed to repair the block in order to re-mount the fuel pump as it was not possible to use a Helicoil replacement thread due to the large damaged area.

For this repair I decided to use a 1/4" NPT tapered plug. I drilled the damaged hole out to the tapping size for 1/4" NPT. Then tapped the thread. This repair can be done with any size of tapered or parallel thread ..ie bolt, it is just dependent on how much spare metal you have in the block to work with. This process will work with aluminum blocks as well.

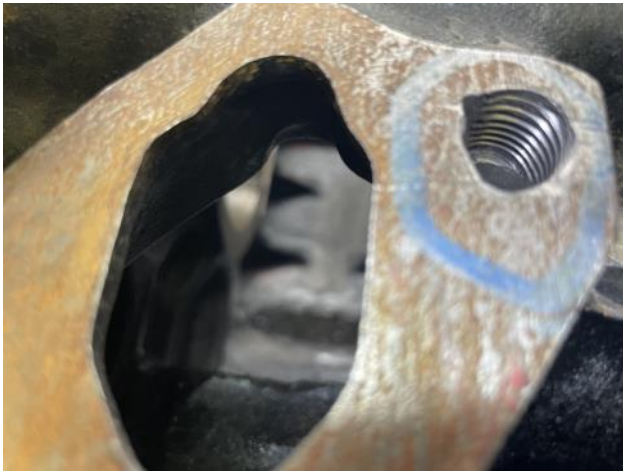
I cleaned the tapped hole and the steel 1/4" plug with brake clean and coated the plug with red Lock-tite .

I installed the plug and then cut off the top of the

plug to almost flush with the block. I then ground and filed the remainder of plug until the surface was flush.



Broken Stud Repair (cont.)



Most of the time you have broken studs you can heat, extract, drill, tap, helicoil quite successfully, the above process is a last resort.

There are some great U tube videos on welding a nut onto studs that are broken off below flush with the block surface, and not causing any damage to even aluminum blocks

Cheers Lee

I used the fuel pump as a template to locate the correct position for the stud hole, drilled and tapped and installed another stud.



TR3 Brake/Clutch Master Cylinder—Oops

My TR3, similar to the TR2, has a special combination Brake & Clutch Master Cylinder as a single casting, mounted on the firewall. Around year 2000 it let go and dumped brake fluid all down the engine bay firewall taking all of the paint off below it plus taking a small amount of paint off the underside of its mounting in the driver's footwell area. I managed to catch this pretty quickly and sucked out the remaining fluid limiting the damage. I ended up sending the master cylinder off to Victoria to a machine shop which machined and lined the bores with bronze sleeves. This was necessary because the bores were pitted by moisture sitting in them, a pretty common occurrence. I had to repaint the firewall in the engine bay and complete a simple touch up in the footwell area. Rebuilding the master cylinder was common practise for me as I spent so much of my youth honing out masters and wheel cylinders because I couldn't afford new units and the rebuild kits were an 1/8 of the price of a new unit.

Before I left for New Zealand in 2018 all was fine. I got back in February of 2019, it was winter and I didn't look at the car for a month or two as it was up on my hoist. When I dropped it down and checked it out I found the bloody master cylinder had let go again and taken the paint off the firewall once more. I sucked the fluid out to prevent further damage and decided to wait until later to fix it. Not a good plan I found out.

I took the cylinder out, ordered all new rubbers, and rebuilt it. This time it was the rubber cups which let go. The bores were perfect. Why did they fail, I have no idea. I scraped the remnants of the paint off in the engine bay and got ready to selectively paint

the damaged area. My car being a custom colour, I went to my painter guy to get some matching paint. Try this some day, it's ridiculously almost impossible. Paint has not only changed over time the tinting make-up has changed going from 30 or 40 tints to just a dozen or so. The modern matching equipment is very limited as to what it finds as a match. Long painful story short, it took my painter and the paint supplier working together to get a similar but no where close match whereupon my painter started using his skill to add tints to get it close. And they managed to do it. I doubt it would match very well on the outside body but in the engine bay, under dash, boot, etc. its pretty good. I primed and painted the engine bay area and then got ready for what I thought would be a simple touch up under the dash. Not so...! When I had a proper look not only did the brake fluid just take the paint off the area under the cylinder mount, but it managed to soak into all of the carpeting and take it off the full inside of the footwell. SOB....! So another week or so was added to the project, scraping off all the bubbled paint, cleaning the area, priming and painting the area. Hint to anyone doing this. The footwell of a car becomes a confined space and Acetone or atomized paint will bugger you up. You need to work with a charcoal filter mask (as I found out). Now everything is back together and soon I'll be putting corrosive Dot 4 brake fluid back in and bleeding the system. If there is any moral to the story it might be to check your car out every now and again when it is in storage. How one does this when overseas I'm not sure. And if one sees the slightest bubble of paint around a brake cylinder, neutralize the are and clean it as

TR3 Brake/Clutch Master Cylinder—Oops (cont.)

good as you can before getting to work fixing things. I've provided a few photos. None of the bubbled missing paint in the engine bay, I was too pissed off to take a photo. So just a photo of the primed area so you can see where the engine bay damage occurred.

Bryan Wicks—1956 TR3



Forest Grove Concours Portland - July 17th

In July, my friend Vince Lee made what is becoming his annual pilgrimage (except for Covid years) to the concours held at Forest Grove just south of Portland. This year the feature marque was Jaguar but Triumphs were quite well represented too. This page and the opposite contain some of the Triumphs while the following two pages is a selection of the others. The entire on-line collection of nearly 400 photo can be found at the following link:

<https://www.flickr.com/photos/30538564@N03/albums/72177720300840938>



Forest Grove Concours Portland - July 17th (cont.)



Forest Grove Concours Portland - July 17th (cont.)



Forest Grove Concours Portland - July 17th (cont.)



Amphicar



https://bringatrailer.com/listing/1964-amphicar-model-770-8/?utm_source=dm&utm_medium=email&utm_campaign=2022-06-08

Lee Cunningham sent in this link from Bring a Trailer. It is a 1964 Amphicar Model 770. The vehicle was sold for \$143,000 in June of this year. It has a 1147 cc Triumph Herald engine making it, in Lee's estimation, the most expensive Triumph powered car ever sold. It has a two-part manual gearbox delivering four forward speeds and reverse on land along with forward and reverse to the twin propellers. Features include marine navigational LED lighting, a nautical horn, a bilge pump, bumper/propeller guards, rear tail fins, 13" steel wheels, whitewall tires, a Kenwood amplifier, and a JL Audio Bluetooth receiver. More details and a link to the YouTube video can be found at:



RX Autoworks—Open House July 10 2022

RX Autoworks' Open House is always a great event with incredible restorations inside and a great mix of cars turning up on the street. This year was no exception. As you can see from the pictures there was everything from pre-war right up to Japanese Tuner machines. Most of the VW cars I see today are lowered and sport bigger capacity engines with twin carbs. Very nice. The Mazda's, Toyota's, Nissans, Mitsubishi's etc are regularly redone following a drifting culture. Even if they are "stock" they sure look far more exciting than when they were just regular cars of their day. I'm just happy to see there are young people out there who have the same passion we had when we were their age. I was pleased to see a Morris Minor in restoration by RX parked just outside. Look closely, that isn't a series II engine block in there with it's Morris valve cover and the



brakes aren't those tiny little drum units. This car should not only go but stop too. RX's cars in their shop continue to follow their absolute exquisite restoration levels. The three owner/workers are the top of their field. The things they can do for recreation are mind boggling. I didn't bring a classic this year but you will see Jerry's TR3A at the gathering. If you get a chance next year, drop by or bring your classic. It's a no cost show. Enjoy the photos.

Bryan Wicks

RX Autoworks—Open House July 10 2022 (cont.)



RX Autoworks—Open House July 10 2022 (cont.)



Lee's Distributor Rotor Test

Hi Jonathan

Here's A quick test for a failed distributor rotor.....

Remove distributor cap, pull the coil wire from the center of the cap, hold the wire terminal approx 3/8" above the center of the rotor (the point where the carbon brush runs). Crank the engine over. There should be NO spark jumping to the rotor, if there is spark rotor is faulty, spark is traveling thru the rotor to the center shaft of the distributor and to ground. There will be a hairline crack in the rotor.

Cheers Lee



RX Autoworks (cont.)



June Meeting Minutes



BC Triumph Registry Monthly Meeting June 8, 2022 Minutes

President's Report	- Charlie Dooley called this meeting to order at 7: 03 pm. There were 15 members in attendance for this zoom meeting. - Jerry thanked Charlie for hosting the after BBQ
Minutes	The May 2022 minutes were circulated
Treasurer's Report	Keith was not present.
Editor's Report	Jonathan indicated that the newsletter is ready to go. There is a brief description of the five new TR members in this edition.
Regalia	Remember that the Regalia is listed on our website. Andy has got some window decals and business cards. Name badges are still in the works
Membership	Andy stated that we now have 90 paid memberships.
Correspondence	Jerry updates the website as needed and forwarded recent correspondence.
Past Events	- Cars and coffee at few sites. - ABFM was a success and good turnout by spectators.
Future Events <i>Please refer to BCTR web site often.</i>	- Sea to Sky all British Rally September 24 to Whistler - KMS Coquitlam June 18 - Peach City Beach Cruise in Penticton June 24 - Tim Hortons on United BLVD Wednesdays with weather permitting - Check website for more complete list updated by Greg last week - Boy's run leaves tomorrow with 15 members taking part
New Business	- Again, further discussion on auto insurance - Charlie is parting a TR7.
Technical	Bruce asked about custom tonneau covers and local vendors (suggestions given) Discussion on fuel with ethanol and the damage can do to seals and hoses Very little movement on Lyle's repaint Lee indicated that Dot 5 can be used for both clutch and brakes according to Moss Motors
Video & internet	None tonight.

Meeting adjourned at 8:05 PM. NEXT Meeting: July 13th 2022

July Meeting Minutes



BC Triumph Registry Monthly Meeting July 13, 2022 Minutes

President's Report	Charlie Dooley called this meeting to order at 7:40 pm. There were 12 members in attendance via zoom and location at Charlie's home. The zoom was not consistent.
Minutes	The June 2022 minutes were approved by Andy and Kevin and accepted by all.
Treasurer's Report	Keith was running late and no details were reported.
Editor's Report	Jonathan sent a great Newsletter out the week prior to the meeting. New articles wanted for the next newsletter
Regalia	On website; Andy put window decal and business cards on website
Membership	Andy reported that there are 90 paid up members which includes families
Correspondence	Jerry updates the website as needed and sent out messages. ATDI has 60 cars. Not many confirmed going from BCTR.
Past Events	- Cars and coffee at few sites but limited by poor weather - KMS had a few British cars - Rx Autoworks was attended by a few members. Jerry spoke of some of the vehicles in progress - Boys Run was successful and enjoyed by all; Andy did article
Future Events <i>Please refer to BCTR web site often.</i>	- ABFM in western Washington; Lee is attending - ATDI has some members attending; brief discussion of health insurance for these events - Check website for more complete list updated by Greg
New Business	Moss in California has technical hot line.
Technical	- Lee led a discussion on Dot 5 which is good for clutch and brakes; problems older seals may create problems; Apparently Dot 3, 4 and 5 seals available from UK. Dot 5 has higher boiling point - Synthetic also available for transmission - Discussion on rotors, possibly blue is best; Lee described way of testing and will send email link - Frank is working on a 1970 TR6 project
Video & internet	None tonight.

Meeting adjourned at 8:13 PM. NEXT Meeting: August 10th 2022

August Meeting Minutes



BC Triumph Registry Monthly Meeting August 10, 2022 Minutes

President's Report	Charlie Dooley called this meeting to order at 7:40 pm. There were 16 members in attendance via zoom and hybrid. The zoom was not consistent.
Minutes	The July 2022 minutes were approved by Andy and Lyle and accepted by all.
Treasurer's Report	Keith reported the balance; unchanged
Editor's Report	Jonathan indicated they are preparing the next issue; please send pictures, stories, etc.
Regalia	On website; Andy suggested an executive meeting prior to ordering badges.
Membership	Andy reported that there are 90 paid up members which includes families which is unchanged
Correspondence	Jerry updates the website as needed and sends out messages. There have been enquires about servicing TRs primarily from non-members. A few suggestions include Helmets, Silk Cap, BMC motors, Drakes and others; Our club does not endorse any outside facilities. A link may be placed on our website. LAMB is having an auto Jumble Sept 23.
Past Events	- Cars and coffee at few sites, also A&W - Check out Harrisons Events for car activities. - Boundary Bay Airport has some vintage planes and older cars - Rods and Hogs show in Port Coq at the popular Cat and Fiddle Pub had 3 British cars out of 150 entrants - Boys Run was successful and enjoyed by all; Andy did article for the newsletter
Future Events <i>Please refer to BCTR web site often.</i>	- Sept 9-11 ABFM in Portland - ATDI has some members attending in Olympia brief discussion of health insurance for these events - Considering Baker mountain run in September - Check website for more complete list updated by Greg
New Business	- Lyle suggested a circular microphone for further enhancement of the Zoom addition to the in person meetings which we will get (Andy) - Planning committee for ATDI 2024 will be formed.
Technical	- Richard spoke of auto museum in South Africa - Discussion of motor oil; 20/50 with additives ZDDP; 1977 and later no additive - Dave had his TR7 painted; excellent job. Also added LED rear fog lights - Richard stated that Triumph suggests always keep headlight on - Lyle purchased dash at last ATDI. Minor repair needed after long storage and excellent job done.
Video & internet	None tonight.

Meeting adjourned at 8:13 PM. NEXT Meeting: Sept. 14th. 2022

From the Editors

We hope all our members are enjoying the fine summer weather and managing to travel, visit family and friends or whatever you would normally be doing at this time of the year. Earlier, Bryan had a few weeks away in Manitoba visiting family and is currently in the UK visiting friends (good timing considering recent events). I had plans to spend time on the island but a number of things kept me in Burnaby. Still I had a good time here.

Those of you that travelled, either locally or internationally may have noticed that many of the services we have taken for granted in the past are not running as smoothly as in pre-pandemic years. BC ferries has had major difficulties maintaining their summer schedule. This of course has largely been due to the shortage of available crew. Airlines have faced the same problems with both ground and air crews, leaving flights cancelled, missed connections, baggage not arriving as travel demand returns to 2019 volumes and more. The problem is not restricted to the travel industry either; retail outlets, pubs, restaurants and the like it seems all face shortages of staff to one degree or another. Workers, it seems, who faced layoffs during the pandemic have found new more stable employment, more to their liking.

What is the solution? I don't know! Unfortunately it seems our governments at all levels don't know either so be prepared for the situation to continue for some time yet; months or maybe years. In the meantime keep your Triumph in good working order so that you have at least some travel options.

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

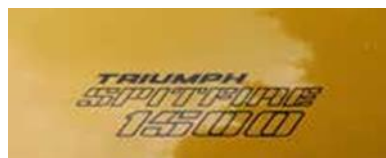
Men's Melton Wool Jacket

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
Vice President	Lyle Dickson	bctriumph@gmail.com
Secretary	Robert Strath	bctriumph@gmail.com
Treasurer	Keith Sparkes	bctrtreasurer@gmail.com
Past President	Richard Walker	bctriumph@gmail.com
Membership	Andy MacLean	bctrmembership@gmail.com

Coordinators

Advertising	Position Vacant	
Calendar	Hilary McRoberts	BCTR.calendar@gmail.com
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Club Assets	Jerry Goulet	jerry.tr3a@gmail.com
Events	Greg Winterbottom	bctriumph@gmail.com
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	Bryan Wicks	bwicksTR3@gmail.com
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Technical Reps

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TR5/250	Brian Thomlinson	thomlinson2@shaw.ca
TR6	Bob McDiarmid	rjmcdiarmid@telus.net
TR7/8	Dave Rodger	bctriumph@gmail.com
Spitfire and GT6	Barry Puffer	bpuffer1@shaw.ca
Triumph Other	Lee Cunningham	l_cunnin@hotmail.com

Upcoming Events - 2022

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 - bctrump@gmail.com.

Sep-22	EVENT	DETAILS	LINK
Sept 8-10	Triumphfest San Diego	Triumphfest	2022
Sept 10	Car Show Cloverdale	Langley Good Times	TBA
Sept 10-11	Brits Invade Kaslo Kaslo and Nelson	OECC Kootenay hosted event and Car Show	OECC Kootenay
Sept 9-11	ABFM Portland	Portland All British Field Meet	ABFM
Sept 24	Sea to Sky All British Rally	Sea to Sky All British Rally, See link for Details	Rally
Sept 24	Awards Ceremony Aldergrove	Greater Vancouver Pioneers Induction	TBA
Sept 25	AutoJumble Surrey	All British AutoJumble hosted by LAMB at the Sullivan Community Hall 9.00am -2.00pm Admission \$2. Tables \$20 Table Registration form available on the LAMBMC website	LAMB
Oct-22	EVENT	DETAILS	LINK
Oct	Annual Harrison Hot Springs Run (weather permitting)	Start location: Chevron Station 32700 Lougheed Hwy, Mission. Meet: 10:00 am - Leave: 10:30 am No picnic. Lunch at the Old Settler pub.	BCTR
Nov-22	EVENT	DETAILS	LINK
Nov	London to Brighton Run	London to Brighton Commemorative Run, hosted by OECC	ENTRY FORM

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

Looking Back



A TR3 Project Car