



December 2023



TRIUMPH HERITAGE



As his third year as President comes to an end Charlie Dooley tells us about himself - see page 12

A Quarterly Publication for Triumph Enthusiasts from the BC Triumph Registry

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President's Message



Well, hello fellow members,

Another year has come and is almost over. I don't know about you but I didn't get out as much as I really wanted to driving my Triumph this year, however, have picked up two Firebird convertibles this summer, I did get to a number of shows with them. I hope you all got out more than I did in your cars.

As we approach a new year, I'm quite excited about the upcoming ATDI (All Triumph Drive In) we are hosting this year. This promises to be a big event with a lot of attendees as the Americans love coming up here due to the cheap Canadian dollar. The last time we hosted in 2019 we had over 100 Participants. If you have never gone before, this is your opportunity, as it is so close for us and always a fun time. Book your rooms NOW! I'd also like to take this time to thank the organizing committee for this huge job they are doing.

We had a great boys run this past year also. A well attended run and a ton a fun had. Some of it at my expense I might add including a fake ticket coerced from an RCMP officer from some jokers (Members I meant). I do believe that we will be doing such a run again this summer. If you've never been, really think

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Please welcome the following new members to the club:

Steve Oldroyd of Abbotsford who has a red 1976 TR6

Brent and Elain Warne of Kelowna who own a blue 1974 TR6

President's Message (cont.)

(Continued from page 2)

about coming. They are fun and the real reason, in my opinion anyway, we have these cars in the first place is to drive them.

I also believe that it is time for others in the club to step up and organize some of these events we all want to do. At every meeting we talk about more activities were we can get out with our cars but we don't see a lot of hands go up to organize. It's always the same core of people. Let's change that this year people and see more organizers step up. Even if it is just throwing it out one day that you are going on a drive on such and such a day at such and such a time. Also, we have a Facebook club group page, BC Triumph Registry. Look it up. You can always post on there. If you have not gone to that site, please do, and join if on Facebook.

On a personal note, I do believe most of the cur-

rent executive is staying on as will be discussed at our AGM in January, but I was going to step down myself. However, as I'm sure we don't have a lot of volunteers for this position, I've changed my mind and will stay on as your president to see us through the ATDI this year if you're all willing to accept me in that position. Don't get me wrong if someone wants to step up I'm glad to step aside.

Anyway, I'll sign off for now and wish you all a:

Very Merry Christmas and a Happy New Year.

Sincerely,
Charlie Dooley
604 240-0133
cdooley@telus.net

New Co-Editor Required

I know Charlie has alluded to this in his writeup but please consider taking up the challenge and keeping the newsletter alive. If you have an interest in this, please let Charlie know and I will be happy to help transition to a new co-editor.

Ed.



Cars and Coffee, Tim's United Blvd. - 29th Oct

The weather for the gathering was close to ideal for the time of year, sunny and calm. When we arrived the parking lot was starting to get quite full. A good fifty or more cars at a rough guess. More cars arrived later but by that time a few early birds had started to leave. Bryan had agreed to ride shotgun with me in the TR5 on one of the rare occasions this year when I drove it to an event. We arrived around 8.30am and found a place fairly easily, Greg W came

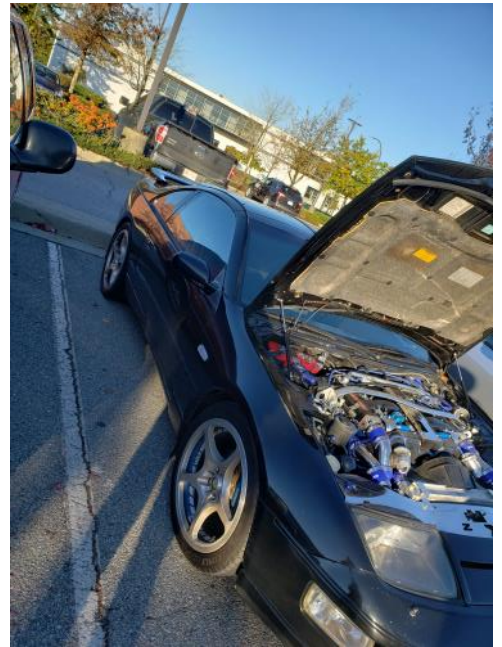
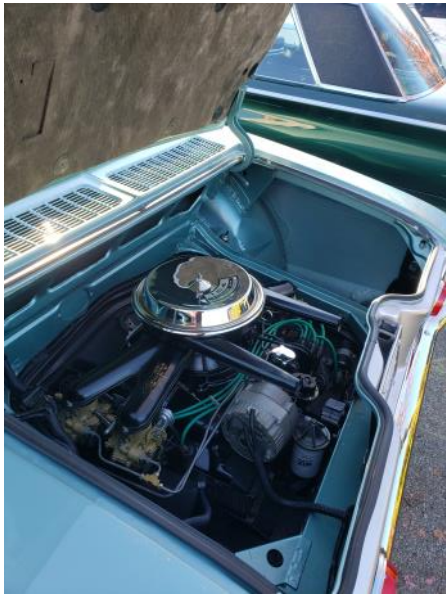
shortly afterwards.

The gathering was the usual eclectic mix of vehicles ranging from old pickups to muscle cars to hot Japanese cars to modern sports cars. We were the only two Triumphs at the show (this page top left



and opposite page bottom left). There was a nicely restored Chevrolet Corvair, 4-carb, convertible (next page top left and centre) and a crazy 300ZX with twin turbos (next page top right). Ed.

Cars and Coffee, Tim's United Blvd. - 29th Oct



London Brighton Commemorative Run - 5th Nov

Yesterday November 5th I attended the annual London to Brighton tour.

I picked up my son in law Eric and headed over to meet Keith and Ellen Sparke at their place. After a short visit we drove to the meeting place at Boundary Bay Airport. We met up with Jason Webb, Bob McDiarmid and past members Larry and Linda Spooler. After socializing we departed at 10:30 am. The weather gods were on our side; it was mostly sunny. A scenic drive through the back streets of Langley before we met up at the Murrayville Pub where my wife Joanne joined Eric and myself along with Keith and Ellen for an enjoyable lunch.

Thanks to the organizers of the run,

Ken Nicoll
75TR6



London Brighton Commemorative Run - 5th Nov



Silk Cat Sea to Sky Rally - 23rd Sept

Peter Howard Jones wrote to the newsletter to say that, contrary to the October meeting minutes report, a club member had completed the Silk Cat Sea to Sky Rally. In his own words

"I completed the run in my 1975 TR6, the attached photo shows myself (left) with my friend, Win at the finish being Our Lady of the Mountains Catholic Church.

The drive started on wet roads and quickly developed in to rain, rain and more rain, especially heavy on the return. The drive was not too enjoyable and I did stop at Squamish heading north to consider continuing, however, decided not to give up and complete the run.

The car ran perfectly having now completed 23 Whistler Rallies."



Much appreciated, Peter, and congrats on having completed so many runs. Ed.

Bryan's Report from New Zealand - 14th Dec

Bryan is now enjoying sunny summer weather down under and sent the two pictures below just to make all of us here envious. Of course, he managed

to find an apparently well preserved Stag there, noting that the hitch was probably to pull a trailer to the dump. Looking forward to more pictures!



Dueck Marine Show - 8th July



Many thanks to former member Gerald Carlson who wrote a while ago about his visit to the Dueck Marine show. Looks like Gerald had the only Triumph there (above). Unfortunately I received his email just too late to include in the September issue.

"Hi Jonathan, Have you been able to drive the 5 much? There is a Cars & Coffee at Spanish Banks on the morning of Oct.1, I hope to be there weather permitting. It should be a good turnout since it's likely the last one of the season. That's too bad about Charlie's car, what a nightmare. I haven't been out driving much this year so I don't have many photos to share. I attended the Dueck on Marine show in July & then I had COVID for the month of August. While I was sick some addicts broke into our parkade, cutting through 3 gates & eventually into my bikeroom. They didn't take my 33yr. old bike but they did take a small bag that I had attached to it + a few electric bikes. Life in the big city these days.



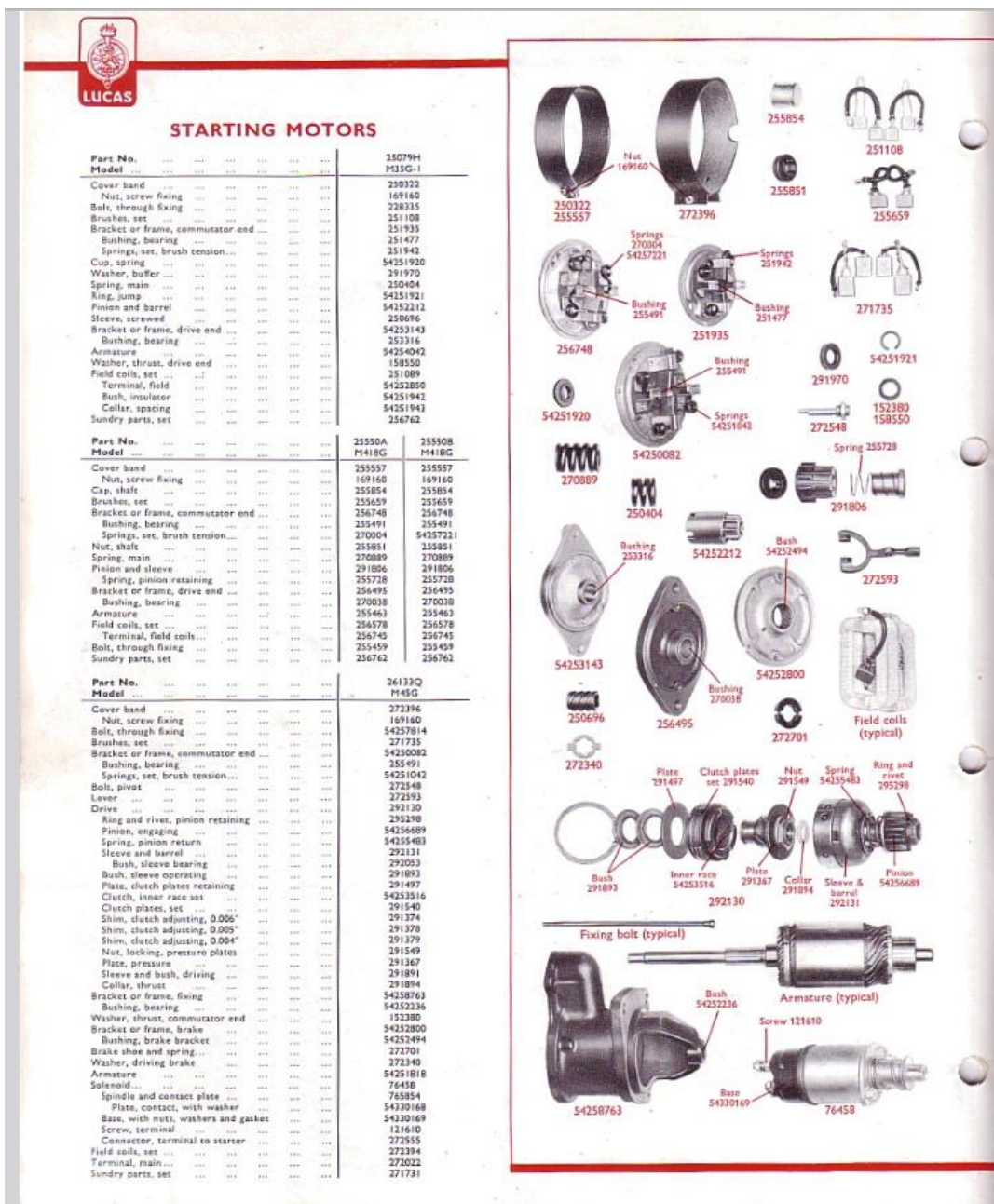
Dueck on Marine Show, I almost didn't make it into Dueck's as it was already full by the time I arrived. There were many cars in the lineup behind me also *trying* to make it in:"



Lucas Manual 1965

Stephen Pallavicini discovered a potentially very useful source of information on the internet that he wanted to share with members, a copy of a Lucas spare parts manual for 1965. A couple of pages have been reproduced here to give readers an idea of the information contained. The Entire manual can be found at:

[http://www.waghornswood.net.nz/Manuals_01_18/
Vehicles/Triumph/Lucas/
lu-
cas_1965_standard_triumph_leyland_quality_equipment_and
spare_parts_catalogue.pdf](http://www.waghornswood.net.nz/Manuals_01_18/Vehicles/Triumph/Lucas/lu-cas_1965_standard_triumph_leyland_quality_equipment_and_spare_parts_catalogue.pdf)



Lucas Manual 1965



GENERATORS

Part No. ...	22700J	22716J
Model ...	22704H C40	C40L
Brushes, set ...	227541	54213117
Bracket or frame, commutator end ...	54211125	54212628
Bushing, bearing ...	227818	227818
Oiler ...	54211097	54211097
Springs, set, brush tension ...	227542	227542
Bearing, drive end ...	189307	189307
Bracket or frame, drive end ...	54211095	54215165
Plate, bearing ...	229400	229595
Circlip ...	—	54150294
Ring, 'O' oil seal ...	—	54214812
Washer, corrugated, bearing ...	158730	—
Nut, shaft ...	198800	198800
Washer, shakeproof ...	185085	185085
Armature ...	54214237	54213321
Retainer, bearing ring ...	227631	227631
Collar, drive end bearing ...	227532	227532
Washer, thrust, commutator end ...	164736	164736
Field coils, set, Lucas ...	227543	54211803
Terminal set, Lucas ...	54211890	54211890
Bolt, through fixing ...	228336	256009
Sundry parts, set ...	54211894	54211894

HORNS

Part No. ...	70172A	
Model ...	6H	
	54068012	54068018
	54068013	54068019
	9H	9H
Bracket ...	54680967	54680686
Contact set ...	54680903	54680903
Sundry parts, set ...	54680902	54680902

STEERING COLUMN CONTROLS

Part No. ...	*33614B
Model ...	CC2
Plates, contact assembly ...	54301368
Brush ...	†331397
Bar and motif assembly ...	‡54301305

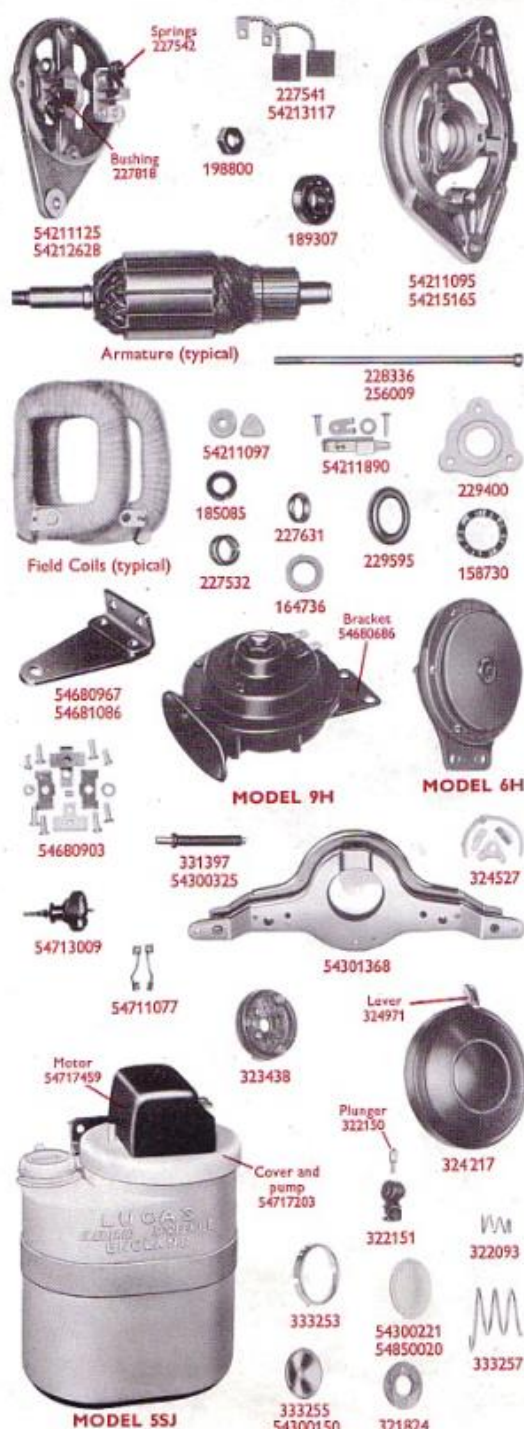
Part No. ...	*33564A
Model ...	CC3
Top cover ...	324217
Spring, horn push ...	322093
Contact, horn push ...	321824
Base, flasher switch ...	323438
Rotor and plunger ...	322151
Plunger ...	322150
Pawls and spring, set ...	324527
Lever, flasher switch ...	324971
Sundry parts, set ...	324882
Stator plate and sleeve ...	‡323612
Stator tube ...	‡54300077
Striker ring ...	‡322186
Cable ...	‡54940631

Part No. ...	*33540A	33538B	*33577B
Model ...	CC9	CC9	CC9
Knob, horn push ...	‡54850020	54300221	‡54850020
Ring, knob retaining ...	333253	333253	333253
Contact, top ...	54300150	333255	54300150
Spring, horn knob ...	333257	333257	333257
Brush ...	‡54300325	‡54300325	‡54300325

SCREENJET

Part No. ...	54071357
Model ...	55J
Motor and pump ...	78430
Motor ...	54717459
Brush set ...	54711077
Armature ...	54713009
Cover and pump ...	54717203

* Complete control serviced by Vehicle Manufacturer
† Order separately ‡ Serviced by Vehicle Manufacturer



Feature Member - Charlie Dooley

*Charlie has been a active member of the club since 2008. In 2020 he took over the roll of club President and in the absence of any other volunteers agreed to accept the position again in 2023. He has done a great job of leading the club during that period. Here he gives us a **brief** look into his life and love of cars. Ed.*

Where did it all begin? My love of sports cars and American Muscle. I guess it goes back all the way to my youth in Newfoundland. I remember seeing a beautiful Chevy Nomad when I was about 11 or 12. I hadn't thought much about cars before that but I thought that was the most beautiful thing in the world. Then when I turned about 16, I think it was, I saw my very first sports car, a brand new 1970 or 71 Datsun 240 Z. Painted silver on the bottom and black on the top. It was absolutely mesmerizing. At that point I said to myself, one day I am going to have one of those. Unfortunately, that day took a long long time to come. In the meantime, after getting my license, and you had to be 21 to get your license in Newfoundland at that time, I came across MGBs. They were much cheaper than the Datsun 240s, and actually more plentiful. By plentiful, I mean I didn't see a huge amount but there was more of them around than the Datsun 240s. Actually, a friend's girlfriend had a 260 that she used to let him borrow and man he would make that screech when we were out bombing around in it. Of course, a lot of the gang that I hung around with had gorgeous American muscle cars I remember but I was too poor for anything like that. In 1976 I bought my first MGB. A

1971. I picked it up for \$725. I didn't drive it in the winter, which was quite long in Newfoundland I can tell you, but in May 1978, I decided guess I was too stupid to know that I shouldn't be driving one of these LBCs that far lol but I went anyway, all the way across Canada and a few forays into the US. But when I got a couple of tickets two days in a row in the US, I decided I'd better get back up to Canada and continue my journey there. No further tickets. And no mechanical issues per say. Of course, winter comes early in Fort McMurray also and I had nowhere to park the car except on the street while I drove my winter car, a sporty 1975 Monte Carlo. Well, someone approached me, and I remember this clearly, November 20th 1978 at -20° and asked to buy the car. He paid me \$750. So, I made a profit. LOL! And the car actually started with a boost to drive away. How crazy is that. Unfortunately, I didn't get any pictures of that car. Didn't have a camera, and of course no smartphones. LOL!

After 10 months in Fort Crack (as it was nicknamed) I moved to Calgary as I had discovered a bunch of my friends had moved there. I tell you some wild times had in Calgary. Lol! But I won't get



Feature Member - Charlie Dooley

into that too deeply. Then one day I came across a 64 MGB for sale. I said why not? I had that for a while, I think maybe a couple of summers, but crazy enough, I won a 1981 Honda Civic. So, I decided to sell it and the 64 and buy a newer model MGB, a 1975, which was the 50th Anniversary model. I sold the 64 for more than I paid for it and I actually saw the new owner driving it in the snow in downtown Calgary that winter at -20 below. Another crazy person.

All this time I actually had very little mechanical knowledge. I was just lucky the damn cars ran. So now I've got this 75 in 1981, and my future wife and I decide we're going to do a big trip down to the States. So packed up one day, and I became really good at packing up I tell you, and off we went from Calgary to Vancouver and all the way down the west coast along Oregon 101 and into California and even into Mexico as far as Ensenada about a hundred miles below Tijuana. Then drove up to California and drove all the way across the lower States to New Orleans, Louisiana. We returned pretty much the same route to Calgary. This was a 2-month summer trip



for us and we did 11,000 miles in those 2 months.

And now on to the next adventure. With the same car in July of 1985, now married, my wife and I decided to take a year and a half off work to go traveling. So packed up the MG, bought a tag along trailer



that went behind small cars and motorcycles, and headed off across Canada from Calgary. Drove all the way to Newfoundland and stayed there until late



October, then drove back to Toronto where my sister lived. Then we headed down the east coast

Feature Member - Charlie Dooley (cont.)

where I noticed on the way I was blowing smoke. We stopped in Bangor Maine and amazingly found a shop to look at it. It was absolutely amazing that they were able to repair the engine and get us on our way in 2 days. So, on we went again. A little side note to this story was, we had been driving for a while when my wife looked over at the gauges, which she never had any reason to and I don't know why she did then, but actually as she did, she saw the oil pressure gauge drop to zero right in front of her eyes and quickly pointed that out to me. I immediately put it in neutral and coasted to the side. Here I discovered that the engine rebuilder had forgotten to tighten the oil plug completely. Fortunately, we were really close to a ramp and a parts store where I was able to get a new oil plug and Gasket. Popped it in and away we went. No damage. How dump lucky where we eh!

The second part of that story, if you remember, was I said we were going traveling for a year and a half. Well, we were heading across the lower states to California where we were where we were going to store the car and trailer and fly out of LA and travel around the Pacific. Back then we were able to buy an open one-year ticket to fly for \$2,000 a piece and, as long as you kept going one way around in that circle you could stop anywhere you wanted. So, Los Angeles to Hawaii, Fiji, New Zealand - 5 months, Australia - 4 and 1/2 months, Singapore Malaysia Thailand, Hong Kong back to Hawaii back to California. Then fortunately, we were able to drive to my wife's Hometown in Saskatchewan starting December 15th with no snow on the ground all the way there and on summer Tires.

Now you remember I said one day I was going to have one of those Datsuns which were now changed to Nissans? In 1988, when we moved to British Columbia from Saskatchewan, I bought a 1986 300 ZX Turbo. All black on black. A beautiful sporty looking car. I traded the 75 MGB with him as partial down payment. It's only recently that I discovered the turbo Edition was actually a limited edition for that year. Everyone I see for sale on the bring a trailer auction site it's not a Turbo. Man, I loved that car I tell you. We enjoyed that for a few years and then we decided to actually start a family and ergo, the 300 went. Sadly!

Now most of you people know I am the TR8 guy.



How did I get into those? Well, I'll digress first again. You remember I said I was into North American muscle cars also? Well, how I got into those was my brother had a 68 Firebird Sprint hardtop in the early 70s. The 68 Sprint came with the six-cylinder overhead cam engine by Pontiac. Anyway, I loved that car and it was another car that I said I'd have one day. So, the early 2000s rolled around and I had made a couple of career changes and by this time I

Feature Member - Charlie Dooley (cont.)

was in the mortgage business as a mortgage broker. My wife and I used to bike around the neighborhoods and on the trails and I often went by a place that had two Firebird convertibles there. One day I stopped and said hello to the guy and said if you ever wanted to sell one let me know. One day I get a knock on my door and it's this guy saying, "Charlie, you want to buy that 67? I owe taxes to the city for \$6,700." You could have it for that. Well didn't take me long to jump on that. Granted this car did need a bit of work that had been recently painted and had a nice 400 rebuilt motor in it. Well didn't take me long, only 3 months, before I actually crashed and wrote off that car. The insurance paid me more than I paid for it and I could have got it back for \$1,800. But a Firebird guy I had been in touch with at the time said it's not worth it. I kicked myself for not getting it back. So, as most of you know, I bought two this past summer.

But I digress. How did I get into the TR8s. As it happened when we purchased our home, we had a huge garage outback. Since we decided that my wife was to stay home with children, we decided that renting it out was the best avenue to bring in some extra cash. We found out that there's a huge demand for garage space. We rented it out for \$500 and rented for almost 20 years to different people. It's nice to have the garage full time to myself now to fulfill my retirement dream of collecting and working on cars. Eventually I rented to a guy that was into the Triumphs. In fact all kinds of British sports cars but specifically wedge cars. He had owned a shop in Vancouver in the mid-70s called Abington Motors. A 10 bay shop apparently with a

machine shop out back that ended up sponsoring him to go racing. He did race at Westwood also with an MG Midget but when the TR7 come out they approached British Leyland and a local dealer to sponsor them. So long story short, he was seven times Canadian national champ. During the course of his occupation he had his old race car there that he fig-



ured someday he was going to build it up. Of course, he never had any money and was on pension. So that never happened. It was during the course of his stay there that I actually got the first Firebird. But after wrecking it I actually saw an ad for a TR8 in Victoria and I showed it to him. This TR8 had been worked on in the mid-90s and the people spend over 30 grand on it. It was advertised for 10K. It had been bored out 40 over and had custom letter interior, mohair blue top, new carpeting, minilite wheels, lowered suspension, uprated shocks, springs and sway bars, etc. He got me real excited about it so one day, while my wife was away in Saskatchewan visiting her mom, he and I went over to the island and picked it up. That was the start. 2007. The rest is kind of History. When I began to slow down in my

Feature Member - Charlie Dooley (cont.)

business about 7 or 8 years ago, all of a sudden I'm getting messages from people that there's a TR8 for sale here or a TR8 for sale there. Even cheap TR7 parts cars. I think I have to blame Johnson Lou for the obsession. He's the one that initially start sending me cars for sale. LOL! Thanks Johnson.

So, the end result is I currently have five TR8s and two Firebird convertibles. Unfortunately, my 1982 gold TR8 I bought from Andrew Ward, one of the founding members of the Club, I managed to get into an accident with this summer on the way back from the ATDI in Oregon. I am just settling up with ICBC who initially told me my car is only average and offered me \$14,500 and they would take the car. I've now got them up to roughly 29,000 plus taxes equaling roughly 32,000. I was able to do that by getting an appraisal that represented the before accident value. That came in at \$35,000. And I told them I wanted to keep the car. I almost dumped in my pants when they came back and said I could have it for \$1,750. Way lower than there normal 25% of settlement value. So I end up getting \$32,000 roughly minus the \$1,750 for salvage value and \$300 deductible which leaves me just over \$30,000 in my pocket. How cool is that.

That's enough about me, I think. I've gone on long enough some would say. LOL!



1981 Trip

I just want to wish you all a very Merry Christmas and Happy motoring in the New Year.

Sincerely, Charlie Dooley



Drive Your Triumph Day

Drive Your Triumph Day

Saturday, February 10, 2024

Dear Triumph Enthusiast,

Drive Your Triumph Day is just around the corner on Saturday, February 10, 2024.

I'm Rye Livingston, a proud member of the Triumph Travelers Sports Car Club located in Northern California, and I wanted to extend an invitation to all Triumph and Standard owners worldwide to join us in commemorating Sir John Black's Birthday. This visionary individual orchestrated Standard's acquisition of Triumph post-World War II, paving the way for the incredible cars we cherish today.

Since its inception in 2016, Drive Your Triumph Day has gained remarkable traction. I've received hundreds of photos from participants across the globe: England, Scotland, Ireland, Wales, New Zealand, Australia, South Africa, Uruguay, Netherlands, Germany, Switzerland, Finland, Canada, Holland, Czech Republic, and the USA. With this year's event falling on a Saturday, I'm hopeful that we'll have even more participants!

Participating is easy – on February 10th, take your Triumph or Standard out for a spin. Whether it's a solo drive on a scenic country road, a leisurely outing to lunch, or a commute to work, seize the moment. Bring along your spouse, friend, child, grandchild, or even your furry companion, and take a photo. The focus should be on the car, ideally with the owner or passenger situated against a cool backdrop, landmark, scenic vista, or even in your driveway. If it's the middle of the winter where you live and your car is in hibernation, or in the middle of a restoration, take a photo of it in the garage. Embrace creativity and have fun with it!

Once you've captured the moment, email a high-resolution photo to driveyourtriumphday@gmail.com, accompanied with some basic details: owner's name, year and model of car, and place photo was taken (city, state, country). The photos will then be published not only in our club newsletter and website, but also in USA's national magazine: Vintage Triumph Registry, and on the Drive Your Triumph Day Facebook page.

Feel free to spread the word by forwarding this invitation to other Triumph and Standard Owners and Clubs you may know of. Don't forget to reach out to your club's Activities Chairman and Newsletter editor. Be sure to contact me with any questions you may have, and thank you in advance for getting the message out to your members and friends to drive their Triumphs & Standards on February 10th.

Best Regards,

Rye Livingston
Activities Chairman
Triumph Travelers Sports Car Club
1960 Triumph TR3A
DriveYourTriumphDay@gmail.com

Members of the club will have already received this email from Rye Livingston but in case you missed it it is copied in full here. Last year the weather cooperated and several members joined in and posted pictures to Rye's web page. Let's keep our fingers crossed for this year.

A couple of Charlie's other cars

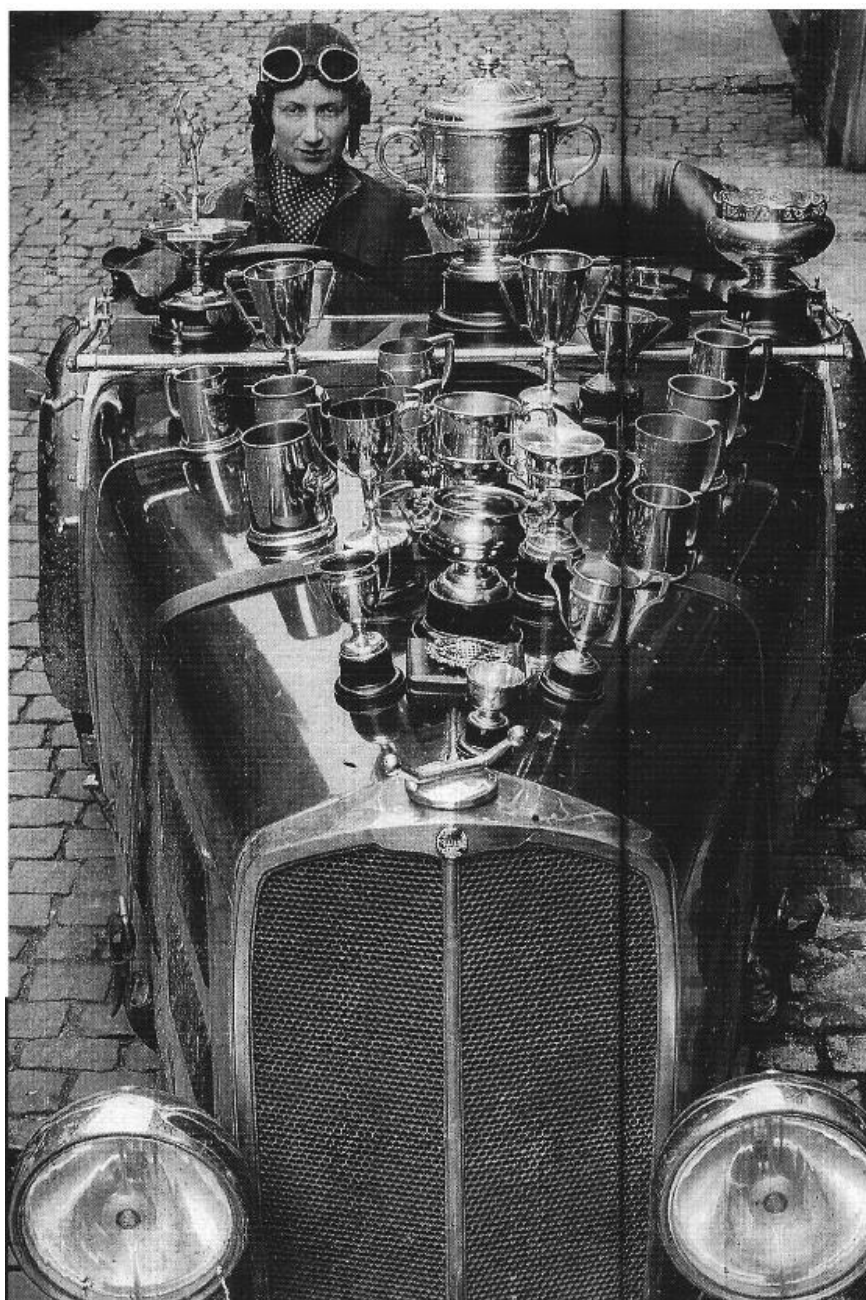


Joan Richmond

The original article on Joan Richmond was discovered by Bryan in an old Vintage Triumph magazine. It is a fascinating story of a successful female racing driver in a time when auto racing was almost exclusively a male domain. I contacted the original publishers, the Pre-1940 Triumph Owners Club (now called the Pre-1940 Triumph Motor Club) to request permission to reprint the article. I am pleased to say that I received an almost immediate response from both Dave Webster, the Editor, and Dale Will, the author. Dave graciously gave permission to reprint it and also sent me some recent copies of their magazine. Furthermore, Dale noted that some new information on Joan had since come to light and offered to update the article which we hope to present in a future newsletter. So here is originally published version of the article on Joan Richmond with express thanks to both Dale and the Pre-1940 Triumph Motor Club.

“In the era of Amelia Earhart, Triumph had its own dashing heroine in the name of Joan Richmond.”

Joan Richmond traveled to Europe in 1932 from her native Australia to participate in the Monte Carlo Rally of that year. It is unclear how she figured in the results. What is clear, however, is that she caused a



huge stir in England that same year by finishing her Riley 9 second overall in the Brooklands 1,000-Mile Race for sports cars, winning the 1100 cc class. In this race, one of the first in which women were allowed to compete with men, Joan and her co-driver Ellie Wisdom ran against the likes of Earl Howe and

Joan Richmond

Tim Birkin, and averaged 84.41 m.p.h. for 1,000 miles, a feat not for faint-hearted in the diminutive Riley. (For a photo of her in the car, see <http://www.barc.net/history.htm>).

Such prowess must bloody well have caught the eye of Donald Healey, who had become Triumph's first competition manager in 1934. He granted her a works drive in the 1934 Alpine Rally. Unfortunately, Ms Richmond came to grief in this first Triumph drive when her car left the road, bending a spring. Joan utilized her metal working knowledge carried over from Australia to repair the spring with a borrowed hammer. Though she finished the Rally, her blacksmithing was not well received by the judges, who disqualified her because the tools used had not been carried in the car!

In 1935, Triumph constructed two new short chassis Gloria specials. Whereas the 1934 team cars were based on the original Triumph 10 Southern Cross, the new design was pure Gloria. From the radiator to the scuttle, these appeared identical to the 1934 Gloria Monte Carlo. However, from the A-post back, the cars were unique, with doors hinged at the front, shorter wheelbase, and no rear seats. The cars were, essentially, prototypes for the Gloria Southern Cross. One was used as a works entry for Jack Ridley at the Monte Carlo and carried over registration number KV 6905 from the one of the previous year's team. Ridley and KV 6905 scored Triumph's biggest prewar win by taking the light car class in the 1935 Monte and nearly winning the event outright.

A sister car was built, KV 6904, but not entered in the Rally. Rather, this brand new racing special was handed over to Joan Richmond by the Triumph fac-

tory. It has never been fully explained how this came to be. Did Joan buy it? Did Triumph effectively sponsor her in competition, or both? In any event, by the time the accompanying photo was taken, Joan had literally covered the car with trophies! (The photo was published by Classic and Sportscar in January 1998; I am told it first appeared in The Motor in 1936.)

On May 19, 1935, Joan and KV 6904 were photographed side by side with an MGT type at the Rushmere Hill Climb.² Whatever her arrangement with Triumph, Joan then competed in the 1935 Le Mans in an MG and finished 24th, co-driving with Mrs. Gordon Simpson, who had also shared her Southern Cross in the 34 Alpine. In the Donington five-lap handicap that summer, she was back in KV 6904, taking 3rd in the up to 1500 cc category, after an impressive dice with a 1496 cc Alvis. In this event, KV 6904 ran as an open wheeler, without front wings, and was fitted with a supercharger. Ridley had also used a supercharger in the sister car at the Monte final test that year. To my knowledge no photographs of the supercharger installation on the Climax-engined Triumphs have survived.

In 1936, Ms Richmond sought to repeat Ridley's glorious performance in the Monte Carlo of the year before, joining Donald Healey on the Triumph entry. That year, superchargers were banned at the Monte, so Healey drove the bored-out Dolomite 8 without one. Joan took the normally aspirated KV 6904 to an equal second in the 1500 cc class. Healey also did well, his being the first British car to finish. Triumph brought home both the Dolomite 8 in the unlimited class, and the Gloria in the light car class, thereby

Joan Richmond (cont.)

redeeming itself after the notorious Dolomite-train wreck the year before. Yet for all the attention that Triumph scribes have devoted to the 1935 Monte, the 1936 performance of both Richmond and Healey is seldom discussed.

Joan's numerous other drives in the Triumph at lesser events around England apparently, have not been well documented, though photographs of her competing in the car appear here and there. For example, the Robson/Langworth book shows Joan racing on page 65 where the photo caption simply notes KV 6904 competing in a "sprint event," and she is not mentioned at all (Though they do mention her prowess with a sledgehammer on the Alpine!).

A quick search through the entry list of the larger international races shows no other entries in the Triumph, though Joan continued to compete. In 1936 she was granted a drive in an Aston Martin Ulster at the Tourist Trophy, but the car did not start. In 1937, she placed 14th at Le Mans driving, of all things, a Ford 10! At the 1937 Donington she drove an A.C. and did not finish. After that, the record goes cold. (See: <http://www.wsrp.wz.cz/prewar1937.html>).

Another intriguing footnote involves Gerald Palmer, chief engineer at BMC in the fifties, and credited with the MG ZA Magnette and the Jowett Javelin. In the late thirties, Palmer was privately commissioned to create an advanced sports car for our own Ms Richmond. This had all-independent suspension. Palmer called it the Deroy, and it so impressed Cecil Kimber at MG that he hired him. Frustratingly, I can find no record of Joan competing in this car. (<http://www.mgcars.org.uk/mgcc/sf/990903.htm>).

A last, and somewhat heartbreaking, reference appeared in an April 1981 article by Wilson McComb, published in Collector's Car Magazine. The story relates not so much to Joan, but to KV 6904. McComb recalls that during the fifties he paid 25 pounds for the car, and a year later sold it for the same amount to some college students, realizing too late its important history. At the time of his ownership, the car was quite neglected and was fitted with a Rover radiator and 6 cyl. engine. He reported that it was black, that the stumpy tail looked amateurish" but that the "double humped scuttle was definitely professionally made." He also reports that the wheelbase was 8 ft, which is also, perhaps not coincidentally, the wheelbase of the 4 cyl. Gloria Southern Cross. As to Joan, McComb notes that she bought the car from Triumph and "won a mass of trophies with it in European rallies, hillclimbs, and races." After that, KV 6904 apparently disappeared forever. The image of the competition Gloria being driven into the ground by unknowing college students is almost too much to bear!

McComb's comment about the rear of the car is interesting; Of all the photos I have seen of KV 6904 and 6905 in their Gloria guise, none show the rear treatment, and one now wonders whether Triumph avoided photographing the cars from that angle due to the "amateurish" look. If one could pin down what the tail looked like, perhaps we could build a proper replica!.

Joan is also mentioned in John Bullock's wonderful book about female drivers in the UK in the thirties, *Fast Women*, though her connection with Triumph is

Joan Richmond (cont.)

overlooked. According to Bullock, Joan returned to Australia after World War II. There, she was apparently reunited at a race meet with the very same Riley 9 in which she finished second at Brooklands in 1932.

Joan Richmond competed successfully in 1935 and 1936, against the men, in her very special Triumph Gloria. Whereas Healey and Ridley's competition endeavors were apparently limited to the two big international rallies, judging by the trophies, Joan fielded her Gloria at dozens of events, and must have been finishing regularly "in the money." In the era of Amelia Earhart, Triumph had its own dashing heroine in the name of Joan Richmond.

Much remains to be known. How did Ms Richmond talk Mr. Healey out of a brand new works racer? She ran the car hard in 1935 and 1936, both with and without a supercharger. Was the factory behind the preparation, or did she campaign the car on her own? In the photo that accompanies this story there are over 20 trophies on the car. Where were they won? I do hope that I have inspired someone to look into this further...

Editor's Note: Colorado-based Dale Will is a long-time enthusiast of pre-war Triumphs and their history. He is a keen competitor on the road as well as the show field and turns competitive autocross times in his 1936 Gloria Southern Cross.

The photos of Joan to the right were sourced from elsewhere on the internet and did not appear with the original article . Ed.



Lucas Wiper Motor Service

This is taken from an old Moss Motoring newsletter. Although the author references a Healey 100 it is the same wiper motor as the early TRs.

When I got my barn find Healey 100 back in the 20th Century, it had been off the road for a long time. One of the many non-operative components to be dealt with was the wiper motor. Okay, what do you expect to get for \$3500?

Applying 12 volts to the wiper motor on the bench pegged the needle on my battery charger, so to avoid meltdown, the clips were quickly removed. The ancient contraption had not even budged. Removing the cover revealed a pristine mechanism and very little wear on the brushes. The grease had turned to glue, paralyzing the gadget!

A thorough cleaning in mineral spirits had the wipers running like new. These old wiper motors are very simple and can often be made to work with a minimum of effort. The first thing to check is the operation of the wiper linkage. Unscrew the nut that attaches the motor to the tube that houses the cable. Remove the three little nuts holding the motor to the body and disconnect the wiring, noting which wire goes where. On all but very early cars, the green-black wire connects to terminal 1 and the green wire goes on terminal 2. The black wire is chassis ground and connects to the cover screw marked "E". More than one model of wiper motor was used over the years, but they are all quite similar.

With the wiper arms removed, the entire wiper motor assembly should easily pull out of the tube, spinning the wheel boxes as it goes. Difficulty in this



operation would indicate a severe shortage of grease, or even worse, bent tubes. The tubes can become bent when the chrome nuts holding the wheel boxes defy removal. Bent tubes can be straightened by driving a suitable sized Phillips screwdriver into the end. The kink will only be at the ends near the wheel boxes. Be sure that you note the position of the tubes and wheel boxes for correct reassembly.



Lucas Wiper Motor Service

Once the cable can be reinserted and removed with ease, direct your attention to the motor itself. Apply 12 volts to terminal 2 and ground to terminal 1 with the cable attached. The cable should move in and out of the motor without much drama. If you are using an old timey charger for power, expect to draw about three amps. If you have one of those fancy six cylinder Healeys; or a Sprite, check the parking mechanism by removing the ground when the cable is half extended. The motor should park when ground is subsequently attached to the motor body.

Of course, you probably wouldn't be doing this if the dumb thing was working! So, grab a cold one and let's take this contraption apart. (1) Use a nut driver to remove the four screws holding the gearbox cover, exposing the drive mechanism. (2) Go ahead and cut the rotten old wire to the parking adjustment... that's the cap that spins around letting you stop the wiper arms anywhere in the sweep. Consider marking the position of the cap, since you really don't want to change it much.

On most models, there is a copper brush that grounds the wire on the cap to keep the motor running after the dash switch is turned off. This is how the park feature works. Sometimes the brush breaks off or has been lost. I have one or two old motors that work fine, except for this missing component. The Healey Hundred never had a parking feature, and it is kind of fun to see if I can work the switch just right to park the wipers. But I digress.

(3) Next, you're going to pull the e-clip and remove the brush, after which the cable and connecting rod can be removed. The gear should come

out in order to thoroughly clean it and the case.

To do this, just turn the case over and drive out the little circlip with a small punch. Pop out the gear and move on to the motor.

(4) There are two long machine

screws through the cover plate that hold the motor onto the gearbox case. Remove these (and the terminal screws) and the cover will come off easily, exposing the armature and brush holders. Pulling the motor case away from the gearbox will now send the armature crashing to the floor, and the brush holders flying. (5) Had you not lost them, you would have found two tiny graphite brushes in the silver-plated holders, connected by a pair of microscopic insulators and an incredibly fragile little spring.

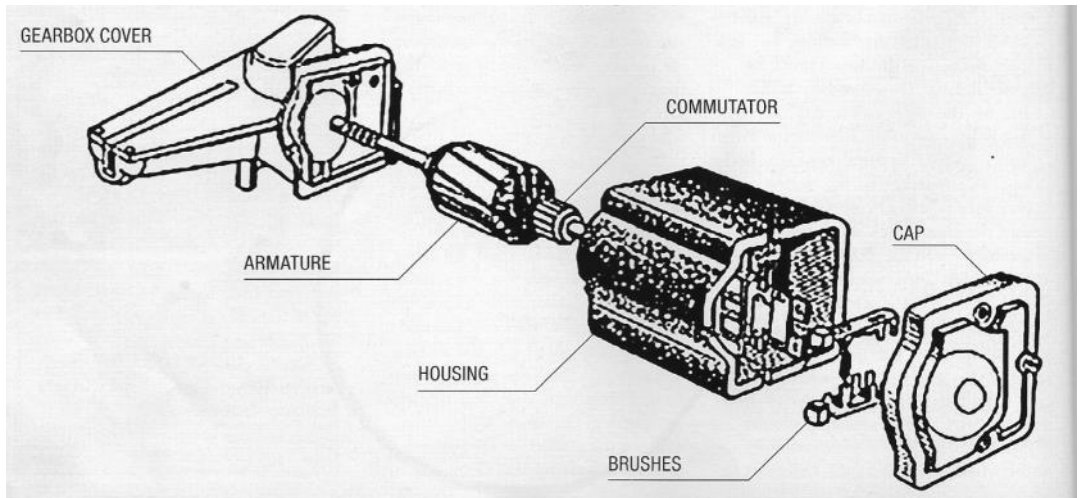
Take another round trip to the fridge, then begin searching for the lost parts, as they will defi-



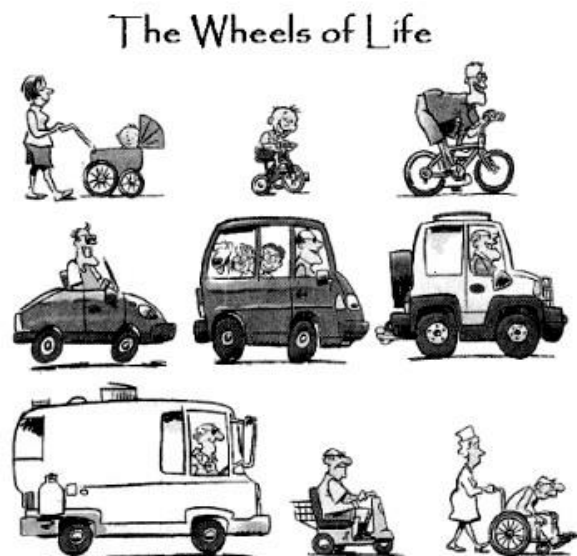
Lucas Wiper Motor Service (cont.)

nately be needed for re-installation. Check the resistance between terminals 1 and 2, expecting about 12 Ohms. There should be no continuity between the terminals and the case. Passing the multi-meter test means there is a distinct possibility that you will be able to drive in the rain again.

You're almost done! Clean up the commutator and solder a new parking wire to the motor, routing it around the field coil so as to line up with the little hole in the gearbox body. Replace the brushes with Moss 854-720. (6) Carefully reassemble the motor. Replacing the brush holders will require a steady hand, good lighting, and a kiss from lady luck.



The steel motor body should be painted before reassembly and grease applied to friction areas. There is an adjustment for armature end play that probably won't be needed, unless you lost some more of those tiny parts. Solder the new wire to the cap and test the assembly one more time, then do a little rain dance. You're ready for it!



Tuners Part 2

In the June newsletter Bryan wrote about a “Tuner” gathering (nothing to do with music) that he visited in Nanaimo in May. Apparently he was the only “white haired old guy” wondering around amongst these late teens. Despite the age difference he had a great time chatting with them about their cars.

Jeremy, the son of my good friend Vince (who provides a lots of photos from car shows for our newsletters) recently joined the genre (although he is a little old being in his late 20s ha ha). His car is a 1992 Honda Civic and he prepared it for track racing by upgrading the front and rear suspension, replacing the clutch and pressure plate, upgrading the front brakes and tuning the engine. In addition he replaced the tires, upgraded the radiator and added a transmission cooler. Although he built it for the track it is also street legal.

These pictures show him at Mission Raceway for his inaugural run in the car, which by all accounts performed well. Jeremy also put in a very respectable performance for his first time out on the track.



Commer Knocker

This article has absolutely nothing to do with Triumph cars, sports cars or related topics.

While browsing YouTube recently I came across two videos that intrigued me. The first one was for an engine that the makers claimed was a “one stroke” engine, this grabbed my attention immediately. I had never heard of a one stroke engine cycle before despite having thermodynamics as part of my first year course at university (I must have fallen asleep in that lecture). The other one was for a horizontally opposed piston engine not like a boxer, but with the pistons facing each other. I had heard of this type of engine before but the new ones on YouTube had very impressive efficiency claims.

The “one stroke” engine turned out to be so named just for publicity purposes and was actually a two stroke, they didn't want the engine to be confused with your old smoky two stroke moped. It goes by the name of the INNengine and is a very cleverly designed unit. It has four cylinders with opposed pistons and claims to produce 120 hp from 500cc of displacement and a weight of only 35kg. That is a very impressive power density. The makers claim it has been tested in a car but there does not seem to be much information on this.

The other engine was the one by Achates Power a three cylinder, two stroke diesel engine and also has opposing pistons. This arrangement, although not by any means common, is not unique and has been used in applications previously. What makes the Achates engine noteworthy in this case is the efficiency figures claimed.

I don't want to go into detail about these engines,



A restored TS3 Engine

there is plenty on the web, but mention them because the concept of horizontally opposed pistons is not new and they brought to mind another opposed piston engine I remember from growing up in the UK... the Commer TS3. If like me you grew up in the UK (or commonwealth countries) in the 50's and 60's it is likely you will remember the raspy bark of the exhaust of this engine used in Rootes trucks (Commer was a subsidiary of Rootes). The sound was quite unique on the road. They were designed



Despite the fact that the engine was designed to sit under the cab, this is the only such picture I could find as

Commer Kocker

as a compact engine to specifically to power Rootes trucks such that the cab could seat 3 occupants with the engine under the cab. This truck served many applications starting in the late 1950s and going into the early 1970s.

The Commer TS3 engine, later known also as the Commer Kocker, is a 3 cylinder, opposed piston, two-stroke diesel engine originally designed with a displacement of 3.3 litre but later enlarged. Although the engine bears some resemblance to some earlier opposed piston engines (such as the German Junkers and the Swiss Sulzer engines) it was in fact designed from scratch by the engineers at Commer in Maidstone, Kent. It has several advantages over more conventional diesel truck engines most notably a compact design that facilitates easy placement in many varying situations, simplicity of operation, ease of maintenance and an extremely good power (105 bhp at 2400 rpm) and torque (270 ft lbs at 1200 rpm) for its displacement. Although these figures are not outstanding by today's standards, at the time they were quite exceptional.

The TS3's design is that of a three cylinder supercharged diesel. Each cylinder has two pistons, with the crown of each piston facing the other. Each piston connecting rod, engages with a rocker and then attaches to another connecting rod, which connects to the crankshaft. This arrangement means that, unlike other opposed piston engines, the TS3 only has one crankshaft, rather than two. The engine is supercharged, with a large rotating lobe blower feeding air to the intake manifold. This arrangement results in the lack of cylinder head and gasket and a lack of valves and associated cam shaft making

it lighter, simpler to operate and easier to maintain.

As the pistons commence the compression stroke, see Fig 1, the exhaust piston (closest to the exhaust port) has a slight lead over the air piston, thus the exhaust ports are closed while the filtered air is still entering through the air ports. The design of the latter causes the air to swirl as it enters the cylinder to aid complete combustion. As the inlet ports close compression commences.

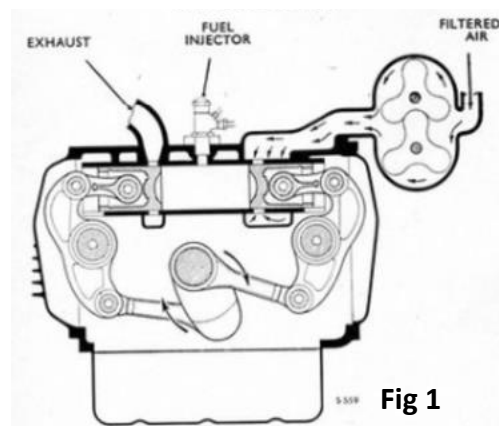


Fig 1

Shortly before the pistons reach inner dead centre, Fig 2, an atomised spray of fuel oil is injected in to the cylinder and this is ignited by the intense heat generated by the compression of the air charge. The resulting pressure forces the pistons apart to provide the power for the strokes

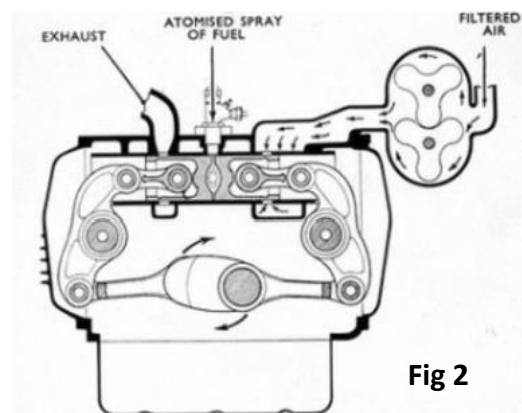


Fig 2

When the pistons approach outer dead centre position the exhaust ports open first and the exhaust gases are released causing an initial drop in pressure

Commer Kocker (cont.)

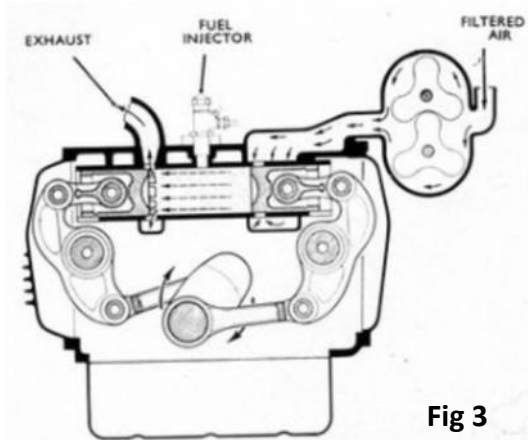


Fig 3

movement of the pistons opens the air ports and blow-down ends, Fig 4. Air from the blower swirls into the cylinder towards the air port thus scavenging the

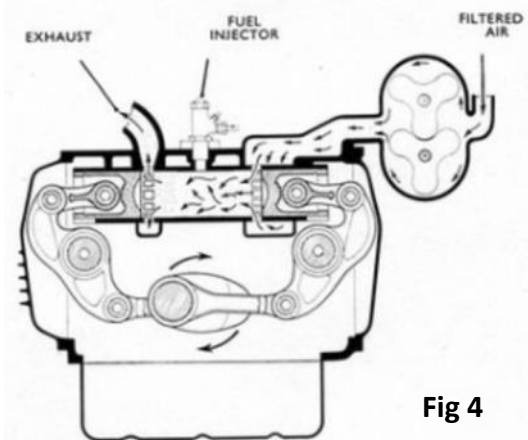


Fig 4

exhaust ports close and the pistons start another compression stroke and the cycle is repeated.

The truck was very popular at the time, not only for the reasons previously mentioned but also for its fuel efficiency. In some tests vehicle operators reported average figures of 20 mpg in loaded vehicles.

As the demand grew and larger vehicles were planned, further development of this engine produced 117 hp and 310 ft lbs. before a larger bore with a 3.5 litre displacement ultimately produced

within the cylinder known as blow-down, Fig 3. Further outward move-

ment of the pistons opens the air ports and blow-down ends, Fig 4. Air from the blower swirls into the cylinder towards the air port thus scavenging the exhaust gases. This continues until the pistons have passed the outer dead centre position, the

144 hp and 350 ft lbs., all of which was done with a very modest weight gain of 20 lbs.

Later in the mid 60s the company started development of a 4-cylinder variant of the engine with a displacement of 4.7 litres. This unit produced 200 hp and 465 ft lb of torque for a penalty of only 200 lbs. Sixteen of these units were built for testing, 8 for testbed testing and 8 for road testing, together accumulating a total of 30,000 hrs and 1.2 million miles. By 1968 the 4 cylinder engine was being prepared for production when Rootes was bought by the Chrysler Corporation. Chrysler immediately ceased all work on the 4 cylinder version and drawings, reports and calculations were destroyed under their supervision. Apparently some of the test engines were spirited away by the staff that had worked on them but I have not read anything about what ultimately happened to them.

Production of the TS3 continued until 1972. It is not clear what especially lead to its termination given its robustness and ease of maintenance, but certainly its emissions were becoming an issue and possibly the noise.

Although originally designed as a truck engine the TS3 was used in other applications too. A notable one being buses, this use tapered off due to the engine noise. Rootes entered into a partnership with Lister to market the engines as industrial stationary engines. Somewhat surprisingly to me, the venture was not a success for industrial engines, although some were sold as marine engines, many of which are reportedly still in service.

The Commer trucks with TS3 engine found use in many parts of the world. I have not found much ref-

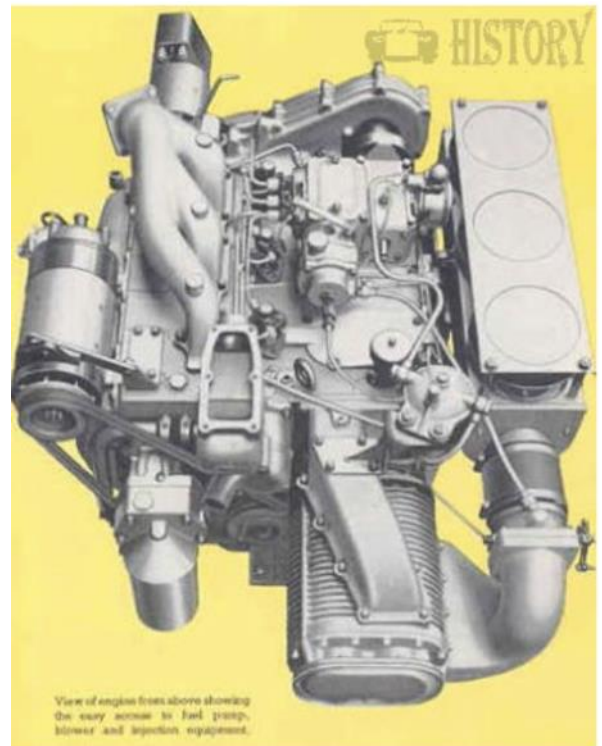
Commer Kocker (cont.)



UK models had the Clayton Dewandre SC-6 compressor, which came standard with a harmonic balancer. Consequently, as export TS3 engines aged and the timing gears became worn, the engines began to produce their now infamous knock, knock sound at idle, hence "Commer Kocker".

reference to them being used in Canada but they undoubtedly were shipped here and to the US. Many were shipped to Australia and New Zealand where some have survived and are still in use to day. The photo below shows an auto transporter with a Commer cabover tractor unit, hauling 4 brand new '57 Ramblers in the American Motors shipment yard in Kenosha Wisc.

The nickname Commer Kocker was apparently derived in Australia because export versions of the TS3 engines were shipped with the larger Clayton Dewandre SC-9 compressor with no damper, local



View of engine from above showing the easy access to fuel pump, blower and injection equipment.



Top: one of the many buses which used the TS3 engine. Above: a good picture of the engine showing the air intake on the right, the blower at the front and the exhaust on the left.

Commer Kocker (cont.)



Additional examples of the widely used Commer TS3 trucks ranging from a 1955 flatbed model (above centre) to a 1970 tipper (top left)

Commer Kocker (cont.)



Above left, Commer truck advert; above, rebuilt TS3 engine being lowered into boat and below installed; left, famous Ecurie Ecosse team Commer TS3 racing transport vehicle.

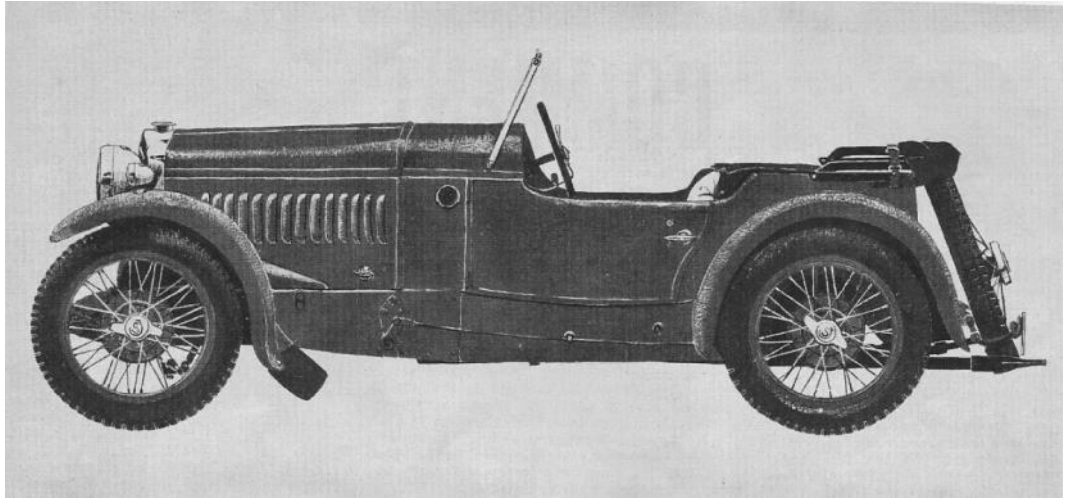
JENSEN SPECIAL No.3

This article is from a 1965 Standard Triumph review magazine. By J. R. Davy.

In 1928, the brothers Jensen of Moseley, in Birmingham, were busy designing and building a sports car, based on the 9 h.p, Standard chassis.

They produced a vehicle which was to be the fore-runner of the 'Avon' models and which may well have influenced the Swallow Company who were to build the first of the sporting S.S. cars around Standard components.

Like so many special builders who were to follow them, they took a much modified 1927 Austin Seven chassis for their first attempt as specialist body builders and their creation became 'Jensen Special No.1'. This car attracted the attention of Mr. Wilde, who was then Chief Engineer of the Standard Motor Company who asked the Jensens to build a similar body on the Standard 9 chassis. They had a free hand to modify the chassis as they required in an effort to produce what were then, modern sports car lines. 'Jensen Special No. 2', registration No. VP 4117, was a two-seater with a V-windscreen and a long sloping tail. This car was first registered by R. A. Jensen on the 4th December 1928 and was the original prototype for the Avon-Standard sports model. The design was approved by the Standard Motor-Company and it was arranged for the Avon Body Company of Warwick to make the car. Alan Jensen,



having then finished his education, joined Avon to finalise the design and supervise production.

While these negotiations were being completed, a third car was being completed in the garage of the Jensen home, in Bloomfield Road, Moseley, and this was a re-bodied VP 4117, this time with 2/4 seater coachwork which became the 'Jensen Special No. 3'. The lines of this car are ably recaptured by D.J. Killick, who has produced this drawing specially for these notes.

One mystery remains unsolved. Why did the Avon Company decide to label their two-seater models made in 1929 'Avon Special No. 3'— surely 'No. 2' would have been more appropriate in view of their lineage? Perhaps a reader can offer a logical solution. The Jensen brothers severed their association with 'Avon' in the early thirties and formed Patrick-Jensen Motors in Birmingham, where they made the 'Bournbrook' tourer on the Standard chassis. Now, of course, they are better known as the makers of high performance cars under the name of Jensen Motors Limited of West Bromwich.

Meeting Minutes



BC Triumph Registry Monthly Meeting Sept 13, 2023 Minutes

President's Report	Charlie chaired this meeting and called this meeting to order at 7:35 pm. There were 12 members attendance and no zoom...
Minutes	Greg and Bryan motioned to accept the June 2023 minutes and all in favour.
Treasurer's Report	Keith was not present, but indicated just und [REDACTED] n accounts, some money was paid for ATDI 2024
Editor's Report	Bryan states next newsletter will be out soon. Jonathan stepping down and we need someone to replace him.
Regalia	On our website
Membership	Andy was not present, but updated that there are 93 members
Correspondence	Jerry has forwarded all messages.
Past Events	- Fraser valley, - Langley Cruise in had over 1000 cars, good event but crowded with 12 members - Port Coquitlam cruise and car show was a good event, also Fort Langley car show - ATDI in Oregon was a success
Future Events	- Silk Cat run to whistler - Auto Jumble by Lamb may be cancelled later this month (subsequently was) - ATDI 2024 was updated. You can now book rooms now. See our website. - Greg has update website
Please refer to BCTR web site often.	
New Business	ATDI 2024 steering committee presented an update
Technical	- Bryan has a novel way of adjusting the brakes on TR3 or TR2 - Discussion on jacking up TR4 - Discussion on types and sources of brake pads
Video & internet	None tonight.

Meeting adjourned at 8:53 PM. NEXT Meeting: Oct 11th 2023

Meeting Minutes



BC Triumph Registry Monthly Meeting Oct 11, 2023 Minutes

President's Report	Charlie chaired this meeting and called this meeting to order at 7:41 pm. There were 12 members attendance including zoom.
Minutes	Keith and Bryan motioned to accept the September 2023 minutes and all in favour.
Treasurer's Report	Keith stated we have [REDACTED]
Editor's Report	Bryan indicated that the editors are resting as last Newsletter was well done. Again, Jonathan is stepping down, so please someone please offer to help.
Regalia	On our website. Keith had some dash plaques and flags
Membership	Andy was not present, but updated that there are 95 members
Correspondence	Jerry has forwarded all messages. Ron (not a member) has finished TR6 wooden dashes for sale
Past Events	- Silk Cat had no members participating in this rainy event, - Pharaohs car club had a 75th anniversary car show at Fort Langley
Future Events Please refer to BCTR web site often.	- London to Brighton (Nov 5) - Cruise for Kids (Nov 5) - ATDI 2024 is ready to register and book a room (best to phone) - Greg has updated the website.
New Business	ATDI 2024 steering committee presented a brief update
Technical	- Dave Rodger brought some wire and discussed shrink tubes - Dave described a process to fix front bumpers - Discussion on power steering for TR7/8 - Charlie described using a transmission jack to change O ring for transmission - Bryan uses polyurethane to bond plastic to wood - Bryan discussed various rust conversion products such as Por 15 and Rust must - Dave mentioned that Alder Auto has good supply of various screws and oil products
Video & internet	None tonight.

Meeting adjourned at 8:42 PM. NEXT Meet Nov 8th 2023

Meeting Minutes



BC Triumph Registry Monthly Meeting Nov 8, 2023 Minutes

President's Report	Charlie chaired this meeting and called this meeting to order at 7:41 pm. There were 15 members attendance including zoom.
Minutes	Ron and Lyle motioned to accept the November 2023 minutes; all in favour.
Treasurer's Report	Keith was not present, but updated [REDACTED] is in accounts
Editor's Report	Charlie thanked Bryan for the recent Newsletter, again well done. Again, Jonathan is stepping down, so please someone step up to help.
Regalia	On our website.
Membership	Andy indicated 13 presently paid up for 2024 (others paid at this meeting) Cheques should be to BC Triumph Registry.
Correspondence	Jerry has forwarded all messages.
Past Events	- Dale and Ron attended the London to Brighton drive - Cars and coffee was attended by Greg, Bryan and Jonathan
Future Events Please refer to BCTR web site often.	- Discussion of organizing future drive; some themed - Considering common banquet with LAMB and Fraser Valley car Club - Lee offered to man a booth at VanDusen - ATDI can book hotel (phone), seeking sponsors
New Business	Hilary and completing calendar
Technical	- Dave Rodger brought some wire and demonstrated shrink tubing - Kleen Flo for storing engines - WaxAll or body of cars - ReNovo polishes shown by Charlie. One excellent for small scratches on plastic windows - Discussion on power steering for TR7/8
Video & internet	None tonight.

Meeting adjourned at 8:57 PM. NEXT Meet Dec 13th 2023

From the Editors

Bryan is now in New Zealand on his annual vacation there visiting family and, we hope, having a better time than last year when a cyclone severely curtailed his plans. Amongst many other adventures related to the cyclone, he ended up having to be rescued by a helicopter from his daughter's farm after the access road had been washed out so that he could make his flight home. I trust this year he will be sending less dramatic reports about his trip.

While putting this newsletter together, I made contact with the Pre-1940 Triumph Motor Club to request permission to reproduce an article which was originally written by one of their members. I have to say that they were most gracious and extended permission immediately. Not only that but the author offered to update the article with more recently discovered information. I am most grateful for their help. I know our members are much more focused on the post WWII Triumphs but their website is well worth visiting if you have any interest at all in the earlier Triumphs.

I was going to write a paragraph on the need to fill the positions that are coming vacant at the moment, especially the President and the newsletter editor, but I see Charlie has weighed in on that matter in his President's Message so it will pass on the idea.

By the time members are reading this, I am sure it will be very close to Christmas and so on behalf of Bryan and myself we wish you a very happy Christmas (or whatever holiday you celebrate) and best wishes for the New Year.

Jonathan and Bryan

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.



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

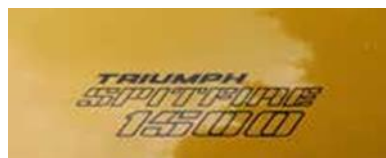
Men's Melton Wool Jacket

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

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Past President	Richard Walker	bctriumph@gmail.com
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Coordinators

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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 - 2024

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 - bctriumph@gmail.com.

Jan 2024	EVENT	DETAILS	LINK
Jan 13	LAMB Club's Winter Gala Dinner	Adrian's Restaurant, 5325 216 th St, Langley. Doors/bar opens at 6:00pm.	Lambmotor-club@gmail.com
Feb 2024	EVENT	DETAILS	LINK
March 2024	EVENT	DETAILS	LINK
March 1	ATDI 2024 Registration Opens	Use this link to go to online registration	ATDI2024
May 2024	EVENT	DETAILS	LINK
May 18	ABFM 2024 Vandusen	Triumph Featured Marque	www.westerndriver.com
June 2024	EVENT	DETAILS	LINK
June 9	FVCCS Car Show Chilliwack	Fraser Valley Classic Car Show	FVCCS
July 2024	EVENT	DETAILS	LINK
July 26 - 28	ATDI 2024 Vernon, BC	All Triumph Drive In Hosted by BCTR Registration opens March 1	ATDI2024

For additional listing of events in BC, Alberta, Washington, Oregon and Idaho also visit :

[Harrison's Auto Events](#) also [Carnut.ca](#)

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

Looking Back

