



June 2023



TRIUMPH HERITAGE



Co-editor Bryan Wicks won first place in class for his TR3

Seen here with Bryan's son, Ken

A Quarterly Publication for Triumph Enthusiasts from the BC Triumph Registry

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President's Message



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Hello all,

Well as I write this, we are just back on Sunday from a 4-day exhilarating run to the interior of BC. For those of you who have done this before you know how exciting these runs are. If you haven't done this before then you should really think about joining the group next year on the boys run. And for those of you who know me, it seems the group likes to take jabs at me because of my bountiful free spirit and my need for speed. Not to mention my love of sleeping in. LOL! I managed to go pretty well the whole trip with my top down even though we went through many showers there was not a lot of heavy rain. And the one time I did put my top up it was for maybe 15 minutes as it didn't rain as I expected. So down went the top again.

A little story to share. On Saturday night when we stopped in Creston I had my top down but it did start to rain so I asked the owner of the hotel if I could park underneath the entrance canopy as I didn't want to put my top up. He said that wasn't a problem I covered the car with a car cover and left it for

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Please welcome the following new members to the club:

James Clarke of Surrey who has a green '76 TR6

Steve Mears of Chilliwack who owns a blue, '76 Spitfire

President's Message (cont.)

(Continued from page 2)

the night. Can you imagine my surprise when I came out in the morning, removed the cover and found a ticket from the RCMP on my windshield. It said that the bylaws didn't permit parking under the cover in the owner's entranceway and that my car couldn't be covered with a car cover. Well I thought that was a load of nonsense. I grabbed the ticket and looked up and lo and behold there was the RCMP officer talking to a few of the lads about 15 ft away. I took that ticket and went over and said to him "what's this?". He looked at me with a near straight face and said yeah the bylaws say you can't do that. Well I was just about to lose it and I told him the owner allowed me to stay there when he broke out laughing and said it's not real, your car mates put me up to it. He also said that he came clean so quickly because he thought I was going to lose it, which I was very close to doing. LOL! Well that was a good joke on me. And that's the kind of camaraderie and fun that we can have on a run.

And now that the summer is heating up I'm really

hoping that we can all get out for more drives possibly together. I'm looking forward to the drive to the All Triumph Drive-In in Bend Oregon at the end of July. And I'm keen on going for a drive whenever anybody is available so just let me know.

On a personal note, I went to an A&W drop in on June 6th. and lo and behold there was a 1968 Firebird for sale. I've always wanted one since my brother had a 68 Sprint in around 1970. So I bought the car right there and then. I hope Jonathan has a bit of room in his newsletter for a couple of pictures I've attached. So now I need to sell a couple of my four precious TR8s. If you know anyone looking!!!!

Sincerely,
Charlie Dooley
BCTR president



New Co-Editor Required

A few days ago I told Charlie that is was my intention to resign as co-editor effective the end of this year. This is the sixth year that I have helped assemble the newsletter and unfortunately I am running low on ideas. I sincerely hope that someone will take up the challenge and keep 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.

Jonathan C.

Cars and Coffee



30th April, South Surrey

Hi Jonathan & Bryan

Although overcast cars and coffee was well attended with over 90 cars. From our BCTR we had Ken, Keith and Ellen with their TR6's and Olivier with his Miata.

Keith, TR6

14th May, Coquitlam

The Carbs and Coffee at this gathering was relatively small but most of the parking lot was occupied. As normal, most of the cars were American Iron with a number of Japanese specials thrown in. There were only three Triumphs in attendance; a TR3 and two TR3As.

It was a nice event with great weather. I'm sure everyone enjoyed themselves. Have a look at the photos.



Bryan, TR3



Cars and Coffee

14th May, Coquitlam



Tuner Gathering – The Next Generation

27th May, 2023 Nanaimo

Have a look at what the Next Generation is doing. These are “young” people aged 16 to mid 20’s generally. They meet in spring-up gatherings normally in parking lots after hours or late on weekends and do just what we do, get together and display their cars. It’s all organized via the internet on various webpages. This one was in Nanaimo on a Saturday evening. Virtually everything is Japanese and either stock or highly tuned. The red Civic running twin turbos can put out 600 HP at 23 psi boost. There were lots of cool cars and collectible Hot Wheel toys.

It does feel kind of strange being an old white haired guy wandering around amongst these late teens however as soon as you ask them about their car, it is all good. They are more than willing to tell



you all about their car. It is really good to see the upcoming generation interested in cars, just the way we were when young.

Bryan W TR3



Cactus Jalopies Show - 1st to 4th June

Jonathan,

I was at the Cactus Jalopies show in Osoyoos from June 1-4th. It has turned into a huge show that likely can't get much bigger. Not much in foreign cars, but there were two TR6s, and one TR3. Here is a picture

of Dennis O. and his TR6 that he has owned since new, and Darren S. with his recent TR3.

Greg W



Tuner Gathering – The Next Generation (cont.)



VanDusen All British Field Meet - 20th May

Well VanDusen this year had the best weather possible, no rain, no cold, and no real oppressive heat.

There were a lot of cars out and Triumph featured well even though it was a historic 100 years of MG and 110 year anniversary of Aston-Martin. Both of these marks were well represented. Some people are “blessed” with being able to exhibit numerous cars from their collections; a Rolls, Lotus Elise and a Lotus Seven from one collector with a considerable



collection of British and non-British cars, one Mini owner showing 11 of his Minis this year and one owner showing two of his pre-war racing Aston Martins.

As always the greatest number of Triumphs on display were the TR6s. This is always a very hard class to judge as so many are restored to very good standards. The TR3's, TR3A and TR3Bs, TR4s, TR250s and Stags were well represented. There were 7s and 8s, Spits GT6s plus sedans and convertibles. It was nice to see out of town, out of province, participants and the fact that some of these folks took away awards. I took interest in



Lee Cunningham's big bore fuel injected, automatic, dual throttle Stag. Now if that isn't a great one-off well I don't know what is.



VanDusen All British Field Meet (cont.)



The show is always a great opportunity to meet up with people who have been enjoying cars of all types for many years. I ran into members and for-



mer Triumph Club members who I met back in the end of the 80's. Hard to believe that is 40 plus years ago now. Most of us weren't even 40 years of age when we met.



VanDusen All British Field Meet (cont.)

(Continued from page 9)

I hope everyone had the opportunity to spend time looking over all the rest of the British cars at this show. There were so many incredibly turned out cars of all makes. It makes one wonder how such a great auto industry, once the second largest in the world, managed to fail.

I'm including a list of the cars which received awards. I wouldn't feel bad if you didn't get one, pretty much all of the cars were really well turned out.

Bryan W, TR3

The following selection has been taken directly from the Western Driver website and is a list of all the awards in the Triumph categories. It includes BCTR members and non-members. Congratulations to all the members who managed to secure an award, the competition was very strong,

CLASS 54: Triumph TR2, TR3

1. Bryan Wicks: 1956 Triumph TR3—Burnaby [286]
2. Gary & Dorothy Gore: 1962 Triumph TR3B [72]

CLASS 55: Triumph TR4, 5, 250

1. John Finlayson: 1962 Triumph TR4—Burnaby [335]
2. Jim Sliger: 1968 Triumph TR250—Oregon [275]

CLASS 56: Triumph TR6 (1969-1973)

1. Lyle Dickson: 1973 Triumph TR6—White Rock [227]

2. Richard Collet: 1971 Triumph TR6—Abbotsford [300]

CLASS 57: Triumph TR6 (1974-1976)

1. Jeffrey Wilkinson: 1974 Triumph TR6—Surrey [483]
2. Noel Brown: 1976 Triumph TR6—Vancouver [454]

CLASS 58: Triumph TR7

1. Bob Burns: 1980 Triumph TR7—Surrey [441]
2. David Rodger: 1977 Triumph TR7—Langley [392]

CLASS 59: Triumph TR8

1. Richard Walker: 1980 Triumph TR8—Coquitlam [26]
2. Andy MacLean: 1980 Triumph TR8—Port Coquitlam [8]

CLASS 60: Triumph GT6, Spitfire

1. Randy Bauder: 1966 Triumph Spitfire—Washington [197]
2. Robert Simpson: 1979 Triumph Spitfire—Delta [[413]

CLASS 61: Triumph (Other): Stag, Dolomite, Mayflower, Herald, Vitesse

1. Linda Spouler: 1950 Triumph Mayflower—Delta [143]
2. Adam Sewell: 1967 Triumph Vitesse—Vancouver [436]

VanDusen All British Field Meet (cont.)



VanDusen All British Field Meet (cont.)



VanDusen All British Field Meet (cont.)



Spring Thaw - 5th to 7th May



As a car enthusiast, Classic Car Adventures who partner with Hagerty to bring driving events to BC and most of the US and Canada brought us the 2023 Spring Thaw. This is the brain child of Dave Hord who



now is the main driving events coordinator of Hagerty North America. This is terrific for anyone who loves to drive their collector car on long distance tours with other like minded car people.



This year I was able to secure a spot and I asked

Bryan Wicks to join me as co-driver and he happily obliged. Jerry Goulet and his son Nick were on this tour with Jerry being a regular in the TR3A. Most of cars assembled on Thursday night in Harrison with the balance arriving Friday morning for entry. Arrival Thursday night gets you your route book or Friday morn if that's when you arrive. It is necessary to do a thorough mechanical car inspection and you fill out a check sheet to hand in at registration. This is a "given" as you are touring for four to six hours a day over three days often times in weather that is wet and cold mixed with period of warm sun. This is May 5th through May 7th on BC's Spring roads so you have to be prepared for all spring like perils.

Here is a list of the kind of car company you keep on this and other CCA or Hagerty events. There are: Alfa's (7), Austin Mini's (3) Cambridge, BMW (3), Caterham Super 7 and SV1300 R, Corvette (3), Corvair Monza, Datsun's 240 and 280 Z, Fiat 124, Ford Shelby Mustang, Intermeccanica 356 (2), Jaguar various (4), Jenson Interceptor, Lancias (2) Fulvia & Flavia, Lotus Lotii (5), Mercedes Benz (4), MGB GT, Morgan +4, Morris (2) Mini & Cooper S, Porsche 356 coupes (2), Porsche 911 (7), Porsche 914 (2), Porsche 904



Spring Thaw - 5th to 7th May (cont.)



GTS replica (and just Stunning), Renault Fuego , Rover 3500, SAAB Sonett III, Studebaker Champion, Toyota MR2, Triumph TR3A, Triumph TR250, Triumph TR 6 (2), Volkswagen Beetle (2), Volkswagen Westfalia (Support, Stories and Catering) Volkswagen Rabbit, Volvo 142, Volvo 123 GT.

Drivers Meeting Friday morning advising of special conditions or possible route detours of the day and cautions about being courteous to all other drivers both in our touring group as well as the general public and then at approx. 9 AM, we're off! Day one's drive is - Harrison to Hope on Hwy 7, then Hope to Princeton over Hwy 3 and here is our lunch stop –



Thomassina's was Tasty. Post lunch took us on a route out to Tulameen, then back to Princeton and off via Old Hedley Road East through Hedley to Keremeous. After Keremeous we drove east to Twin Lakes Road around to the Observatory, then on various twisty roads to OK Falls. Then North on the east side of the lake to Penticton for end of day one.

Drivers Meeting Saturday morning warns of weather – rain & possible high water levels on route and we're off around 9 AM. Day two is Penticton thru Summerland, Peachland (touring town) then on 97 North to West Kelowna. Then our drive takes us to Westlake Road and on to West Side road North through Fintry and on to an area near Okeefe Ranch north of Vernon. Then we find Salmon River road and tour through marvelous farm country roads to Salmon Arm. Most of us had a fuel and bathroom stop then went east from Salmon Arm to Hwy 97B South back to Deep Creek Road (fabulous farm and mountain scenery with lovely undulating country roads – nice rhythm here – I love this!). The route South took us back to Salmon River road and on to Hwy 97 North to Falkland and Monte Creek, then on to Barnhartvale road leading to Kamloops. Once in Barnhartvale we headed east a few kms to go over the Thompson River and drive on it's north side in to Kamloops – End of Day two.

So Saturday night had a nice banquet at the host hotel followed by a private social session / car show in the closed hotel car park where we were able to visit and view other participant's cars on display, along with Westfalia popcorn and an olive oil taste sampling by Mark and Rick of Westfalia fame .

Spring Thaw - 5th to 7th May (cont.)

(Continued from page 15)



Sunday AM
Drivers
Meeting
warns of
one way
traffic and
high water
levels
around
Cache
Creek and
other roads
ahead. And
We're off
for Day 3 of
this Steered
and Geared



Run! We leave to Hwy 1 west towards Cache Creek and encounter the "one way one lane" detour in-town followed by an eastward route to Hwy 99 signs to Pemberton. Our first town was Lillooet after a short ½ km of gravel at an extra slow pace (rain made it muddy and dirty). After this we follow signs to Pemberton and Whistler and we drive over the



bridge of 23
camels
(dating back
to 1823).
Here we
have a
mountain-
ous road



with lots of climbing and descending and the odd PITA motorhome and lots of great curves around and through Duffey Lake. Then there is Seton Lake with one lane wooden bridges and hairpins and village of Mount Currie. Then we make another Stop and Left turn towards Hwy 99 South to Pemberton and Whistler. Our day ended at the Big Sky Golf Course for a midday lunch and to have a last jaw wag with our fellow friends and drivers and of course the Hard Luck Award, the most spirited (helpful) awards and general camaraderie for participants.

There is No Doubt that this event is for Drivers!



Spring Thaw - 5th to 7th May (cont.)

Every entrant loves to drive their car and you meet wonderful people with like minds – absolutely beautiful cars and the best part of it – All the owners love their machines and pamper them BUT and the Biggest and most important part is They Drive em ! And quite spiritedly at that . This is something that I look forward to doing for as long as I can !

I left Castlegar on Tuesday and did this event and by the time I returned on the following Monday my odometer reading was 1960 Miles !

The Barlow Boys run is next and anticipated eagerly by 21 Triumph Drivers – Hooray !

Brian Thomlinson, Triumph TR250



Barlow's Boy's Run - 8th to 11th June

By Andy MacLean

The 20th running of the "Boys Run", formerly known as the Barlow Boys Run got underway Thursday June 8 at approximately 8 am. Drivers met at Tim Horton's on Sumas Way in Abbotsford for a last minute briefing by roadmaster Richard.

On the Run this year we would have one TR3, one TR4, one TR250, one Stag, one GT6, one Miata, one Boxster, six TR6's, and six Wedges. Participants were made up with fourteen locals, one Islander (Ron), two from upcountry (Gary and Brian), and two joining in Vernon (Graham and George). A total of 19; all driving enthusiasts!

Our route today would take us east on Hwy 1 to the Agassiz Rosedale bridge, across the Fraser to connect with Hwy 7 to Hope, then back on Hwy 1 heading north. First stop was Boston Bar for a bio break, fuel, snacks and some BS amongst drivers.

Next we continued north on Hwy 1 to Ashcroft where we turned off onto Hwy 97C to Logan Lake. Along here we passed by the Highland Valley Copper tailings dam and 'lake'. Huge. Hard to fathom this is the end result of the mining/milling operation that produces copper and other metals used in our everyday lives. The sand used for the dam walls is what's left over from the initial blasting of rock from the mountainsides nearby. Chunks of rock the size of your car are reduced to grains of sand now with the metals removed. Certainly not pretty, but necessary for our lifestyles.

Lunch in Logan Lake was a bust. Super slow service....just too many guys all at once for the restaurant to cope. After lunch we continued onto 97D to the Lac Le Jeune Rd which took us to just west of



Kamloops. This and 97C/D were really nice driving roads; a precursor to what was to come.

Thru Kamloops to the Barnhartvale Rd and then on to Hwy 97 to Vernon. Along this stretch of road beside Monte Lake we had our first automotive casualty. Fuel pressure problems in Lee's Stag was the cause. He managed to get things patched up enough to reach a point about one km short of the Vernon Prestige Lodge, our hotel for the night. The final one km was made on a tow rope behind Charlie's TR8!

Our hotel was very nice with most of us refreshing in the hotel pub. The next morning found Lee outside in the parking lot fixing his fuel problems....successfully. Another briefing from roadmas-



Barlow's Boy's Run (cont.)

ter Richard and we were off onto Hwy 6 to the Nee-dles Ferry. This is a great road, perfect for a bunch of crazies. Traffic was light allowing 15 of us to make an early ferry, unfortunately leaving four of us behind to catch the next one.

Once across the Columbia River it was on to Na-kusp and then Kaslo. Hwy 6 and 31A, Nakusp to Kaslo, is another great driving road. Little to no traffic allowed us to go at whatever pace you were comfortable with. All within legal limits of course. Somewhere along this stretch we had our second casualty; ignition problems in Roy's TR6. Roadside repairs were successfully made and everybody except Roy/Greg who went to Trail, carried on to lunch in Kaslo, or direct to the Balfour ferry.

We all arrived in time to make the 2:50 Balfour ferry, some with plenty of time to spare, others by the skin of their teeth. The route after the Balfour ferry took us down Hwy 3A to Creston where we overnighted in the Uptowner, and dined at Jimmy's pub just a block away.

Saturday morning found us ready to go by 8:30. The only mishap was Charlie getting ticketed by the local RCMP officer for illegally parking with the car under a cover overnight. Two fines totalling over \$400.00 were levied. Charlie was understandably upset until it was discovered other club members had talked the officer into playing a practical joke. Good laughs at Charlie's expense were had by all.

The run from Creston thru Salmo to Trail was uneventful. A morning stop at Tim's in Trail allowed Roy/Greg to rejoin, and enabled us to regroup for the run to Christina Lake for lunch;

this and the past two meals organised by George. Thanks! En route we stopped at the lookout above Christina Lake for a group photo op....many great pics were taken.

While at lunch Lee had a fall down some stairs which called on Greg to abandon his ride with Roy and take up chauffeuring duties in Lee's car. After lunch George went home to Grand Forks while the rest of us carried on to Rock Creek where the group split up; some electing to continue on to Osoyoos and 97 north to W Kelowna, others heading up 33 through Beaverdell to Kelowna/W Kelowna. All uneventful or so I thought. Once we arrived at the hotel it was apparent Lee was still suffering from his fall which would call on Greg to continue chauffeuring the next day. And I discovered I had a large oil leak from the oil filter/oil pump area; what a mess! Over a litre of oil was added and I carried on, making it home without adding any more. This was distressing after a winter engine rebuild. (Surprise....I had something to fix once home! It would not be British if that was not the case.)



Barlow's Boy's Run (cont.)



Dinner at the golf club beside the hotel, organized by Gary, was great. Thanks Gary!

Sunday found the group breaking up again. Gary and Graham had gone home the night before, and Brian was heading to Naramata to visit his daughter. Others headed directly home via 97C, the Co-



quihalla connector, with the balance electing to proceed south to Penticton and the Green Mountain road where we were joined for brief time by Stuart



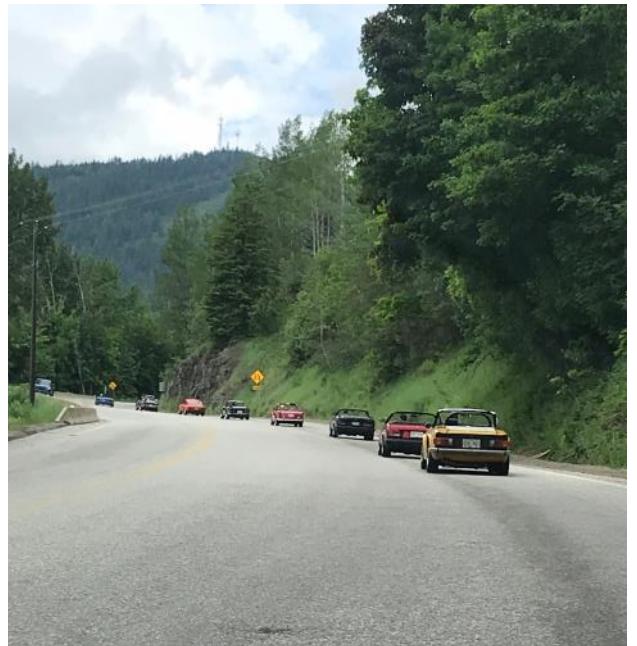
Barlow's Boy's Run (cont.)



and Bill from Osoyoos. A nice drive to Keremeos ensued, and then on to Princeton and beyond. Lunch in Manning Park was a total bust as the restaurant was packed with motorcyclists. Deciding a long wait was not wanted we all



individually headed home. But this was not the end; Ken's TR6 had fuel pump troubles which left him stranded at the side of Hwy 1 before Bridal Falls. He went home on the hook. Ouch. But with apologies to Ken, this one mishap



was overall not a bad run for all of these old British beasts.

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Andy's TR8 Engine Repair

Keen readers of the March '23 newsletter will recall seeing the state of my car on Feb 10...Drive Your Triumph Day. For the background and subsequent activity related to that photo....read on.

In the fall of last year I was pulling my hair out chasing oil leaks from my TR8 / 3.5 Rover engine. It always leaked...hey it is kinda sorta British, but it got worse after I installed a Holley 390 carburettor a month earlier. And after a compression check I was concerned with the 110-120 psi readings, with #8 cylinder down to about 100. Now this was an 8.1:1 compression engine so readings of about 125-130 are to be expected but 100 is well outside of what I thought to be acceptable. And then after participating in the OECC London to Brighton run on Nov 6 '22 I noticed a distressing white milky froth in the oil. There was no loss of coolant but white milky froth in the oil is never a good thing. I am not sure what straw broke the camel's back here but at that point I decided to bite the bullet and pull the engine and do a rebuild.

The Triumph TR8 repair manual, aka the Red Book, advises for motor removal to drop it out the bottom of the car rather than pull it up through the bonnet. This would be a new approach for me as I've never dropped a motor out of the bottom of the car before. Advice was sought from several club members (Charlie D, Richard W, Dennis P and others) with the consensus go low. So I dove in.....remove the bonnet, remove the struts, remove the carburetor, drain the coolant, disconnect everything including the steering, position a hoist to hold the motor up, disconnect and drop the subframe, lower the motor and transmission assembly onto a dolly and then lift



Andy's TR8 Engine Repair (cont.)

the front of the car to provide enough clearance (in my case 30") to drag the motor/trans assy out from under the car. Easy peasy.

The actual motor rebuild was going to be beyond my current garage facilities so I turned to a friend of Brian T's named Alan McColl. Alan is based in Chilliwack and is a Formula Ford expert who builds race engines. He also built a 1600 Ford crossflow for a Morgan Brian had a few years ago. And he has a hot 3.5 Rover (195 RWHP) in an MGB-GT that he built a number of years ago. With all of this expertise I could not find a better guy.

So, now with motor out I had to prep it for Alan. I removed the exhaust manifolds, transmission, clutch, water pump, power steering pump, & motor mounts, and drained the oil. Then I cleaned it as best I could and using the engine hoist put it in the back of my SUV and away I went to Alan's shop in Chilliwack.

A few days later Alan had it apart. He discovered worn cylinder bores, main bearings down to copper, suspect valves, but no evidence of a coolant to oil migration. The latter was a mystery still unsolved, but the other issues were not good and at least confirmed the rebuild decision. I did not want a 7000 rpm screamer, just a solid and mildly upgraded street motor. Based on his inspection and my wants we came up with a shopping list of all the parts needed. There was the obvious.... bearings, gaskets, lifters, valves, springs, & rocker shafts, and to give me the upgrade, higher compression pistons and a sleeper cam. Parts were sourced from Rimmers in the UK, and TWS (The Wedge Shop) in Mass. And about three weeks later it was all here.



With new pistons etc. on hand machine work could get underway and here we stalled for two months. Automotive machine shops are BUSY it turns out. Ya just gotta get in line and wait, although Alan pulled a rabbit out of the hat when during assembly a crank line bore was discovered to be needed. Other machining included a -0.010" crank grind (rods and mains), a rebore +0.020", re&re new cam bearings, decking the block, skimming the heads, and trimming the guides because of the new higher

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Andy's TR8 Engine Repair (cont.)

(Continued from page 23)

lift cam. Mucho costly.

Once everything was back from machining Alan took another week to finish assembly and then off to Chilliwack I went where we loaded the "new" motor back into my SUV. On arrival back home I used the engine hoist to get the motor out of my car and ready for installation. This meant reinstallation of all of the ancillary stuff I had removed months earlier. Manifolds, mounts, starter motor, clutch, slave and transmission all went back on. The toughest job was the transmission as it is heavy and awkward to line up the input shaft with the clutch and bell housing to block, but it got done.

Now, with the motor/transmission assembly ready and on a dolly, the car was raised and the whole shebang slid underneath. Using a combination of jacks and hoists the motor/trans was positioned in place, ready for the subframe. Once all of that was installed it was time for the struts...another tough job as lining up all three mounting points took a little bit of finesse and a lot of BF....brute force. Again it got done.

Next was reconnecting everything....simple except it was now close to four months since I took it all apart. Without taking any

pictures at the time! But no problemo.....it all went together quite easily and with no parts left over it was ready to go....and it did with minimal trouble. With a little bit of starter fluid and some timing and throttle adjustments it settled down to a nice 700 rpm idle. Cam/lifter breakin called for running it at 2000 rpm for 30 mins and once that was over and



Andy's TR8 Engine Repair (cont.)

(Continued from page 24)

with no loud noises or excess fluids on the floor I decided we were good to go for some road breakin time. It ran great but to my dismay there was a wee bit of oil leaking from the front seal.....which went away after a larger PCV valve and better opposite side rocker breather was installed. This thanks to some sage advice from ex club member Alex M.

Now at the time of writing and after some 600 kms of careful breakin driving (max 3500rpm) I am about ready to do an oil change and call the project done. But I'm still too chicken to push it hard. Maybe soon.

Cheers, Andy M

Thanks to Lyle D for the humour to the right and Lee C for the one below.



Feature Member - George Darling

Relative newcomer to the club, George Darling, is this issue's feature member. George has been with the club since 2021 and has just finished restoring a TR3A which he drove to a recent club meeting. Below he outlines his history with classic Triumph cars.

George's father was transferred to Sydney Australia when George was young. While there, he met a mechanic who lived across the street, who spent a lot of time working on vintage cars. George got to know the mechanic and became interested in his work and was soon bitten by the vintage car bug.

Many years later, back in Canada, while in his 3rd year at Queens University, he saw a TR3 for sale for \$150 and George decided he wanted it. His dad helped finance the purchase and together they started work on the restoration.

After graduation George moved to Sudbury to work for Inco. With the help of friends who were also moving to Sudbury he loaded the TR on a U-Haul and moved it along with his and his friends belongings.

He worked on the TR for the next 3 years with his first wife.

Here is a write up in the company magazine (Inco Ltd) from that time:

"You can't help but stare at it because it's the type of car you don't see very often and in such good condition. A Triumph TR 3 - a 1961 vintage - stripped and rebuilt by Nancy Baird, an industrial evaluating analyst in the industrial engineering department, and her boyfriend George Darling, a planner at Copper Cliff South mine.

In 1974, George bought the car through a private sale for \$150 while attending university in Kingston. A few years later he met Nancy, and on one of their first dates showed her the unfinished Triumph parked in his garage.

Nancy was impressed with the car. "I felt the car had definite possibilities, so I offered to help George rebuild it although we knew very little about repairing cars in general. He thought it was a great idea so, with the help of a Triumph manual, we began working on the car two years ago on weeknights and weekends, averaging 20 hours of labor a week. We finished the car about six weeks ago. We went for a ride and it was a thrill," Nancy said. 'George and I have long had an interest in older cars. My dad has been repairing his own vehicles for years, and I've acquired the same interest."

Nancy estimated some \$3000 had been spent on new parts which were ordered from a Triumph dealer in California. 'It was difficult to find a dealer in Canada who carried Triumph parts for a 1961 mod-



el," Nancy said. "There was an additional expense with taxes and the exchange on the Canadian dollar."

Feature Member - George Darling (cont.)

The Triumph manual proved most useful, so the couple had little trouble repairing and refinishing the car. They rebuilt the transmission, installed new shocks, new brakes and linings, carburetors, tie rod ends and tires. They reconnected the lighting system for the back and front headlights.

The interior of the car was also repaired. New carpeting was installed and the dashboard refinished. "We tried to order a mahogany steering wheel but the supplier was out of stock," Nancy explained. "We sanded down the entire car with six different kinds of sand paper, applied a body filler, then painted it with signal red, the name of the color used on Triumphs in 1961."

Although the car has some 60,000 miles, its engine is running well, so there's no need to buy a new one at the present time Nancy added. "And we're getting good mileage, about 30 miles to the gallon," she said.

Two years of car repair and rebuilding has been a good experience Nancy concluded. "I'd do it again because as you can see it was all worthwhile. I learned the meaning of patience, I learned how careful you must be when operating a vehicle because you really don't have much protection. I think you have to have some challenges in your life, and that one certainly was."

August 16 will be a special day for Nancy and George - they're getting married. Guess which vehicle will likely be used as the wedding car? Now if that isn't icing on the (wedding) cake!"

The car ended up being stored and was finally sold to a doctor in Montreal.

Six years later George was transferred to Vancou-



ver and a short time later saw a TR3 in North Vancouver. He got the bug again and decided it was time to find another TR3. After quite a lot of searching he eventually found a reasonably priced TR3 in



Feature Member - George Darling (cont.)

(Continued from page 27)

Florida. He had it shipped to Vancouver and initially it looked good. However when applying for collector plates he found a chip in the paint. He arranged for this to be fixed with Adept Autobody but as things progress they found more rust and problems. Thus the saga began.

This all ended up with a complete body off rebuild. Adept fixed the rust problems, Octagon did the mechanical work and the bodywork was done by Drake in Kelowna. The car was finished in British Racing Green with a tan interior, wire wheels, rack and pinion steering. George drove the car to the April club meeting in Cloverdale.

So far the car has performed excellently and is a pleasure to drive. Hope to be at many meetings in the future.



Feature Member - George Darling (cont.)



The 1954 Alpine Rally



The cover of the previous newsletter showed a painting depicting a stage of the '54 Alpine Rally. This article by Paul Richardson was taken from a 2001 Moss Motors newsletter and describes that particular rally with some amazing photographs - just look at the Brenner Pass and the ice covered road cut into the side of the mountains.

The international rallies in Europe in the '50s were run over some of the most testing routes imaginable, especially the Criterium Des Alpes, commonly known as The Alpine. As its name implies, the rally was essentially contested over the high Alpine passes of central Europe and was generally regarded as the toughest test of endurance for any car or crew. But competitor, press, and spectator opinion labeled the 1954 event as the toughest and most dangerous Alpine to date.

It is well known that the Alpine rally was feared by many crews simply because the Alpine passes were so dangerous. It was also a policy of the Al-

pine organizers to include the highest and toughest of those passes if they were not impassable by snow or avalanche. The passes had steep climbs and descents, which in those days could only be described as loose, surfaced, single-lane cart tracks. At altitude they were covered in snow, often on top of sheet ice, and at the lower levels, icy roads could be made worse by rain. Many of the passes were hewn from the side of mountains where the climbs and descents had solid rock on one side and no effective guard rails whatsoever on their outer edge.

One mistake could result in a drop of thousands of feet off the side. Just to make things more interesting for crews, the route was organized so that many of the highest passes were met at night.

In 1954, three works Triumph TR2s took part in the Alpine, which was the first international rally in which a works team was entered. The three-car team consisted of team leaders Ken Richardson and co-driver Kit Heathcote, who became his P.A., Lyndon Mills and U.K. Sales Manager of the compa-



The 1954 Alpine Rally (cont.)

ny, Jimmy Ray, Robbie Slotemaker, and Maurice Gatsonides.

The rally started on July 8 in Marseilles in southern France. The three-car team left the starting ramp in late afternoon for their first Alpine adventure. The route ran east towards the first checkpoint in the French Alps, which was reached in darkness. Cars were refueled there for the daunting task of driving four major Alpine passes in the dead of night. The Col D'Allos (7,350 ft.), Col de Vars (6,926 ft.) and the Col D'Izoard (7,746 ft.) were successfully negotiated and the three TRs pressed on to Briancon and over the border into Italy via the Col de Montgenevre (6,070 ft.). The remaining few hours of darkness were then spent driving through the Lombardy plain towards Bergamo in readiness to tackle the single-track roads leading up into the mountains towards the Vivione pass.

It was in a narrow section of the Vivione that a puncture put Richardson and Heathcote out of the running for a coveted Coupe des Alpes which was awarded for any car completing the rally without



losing points. The puncture caused a time penalty at the next checkpoint, where they arrived one minute and 54 seconds late. Having had no sleep, crews spent the second day's hard driving heading for the first night stop at St. Moritz, Switzerland, which was the end of the first stage. All the works TRs arrived safely and in good time. At St. Moritz, the organizers rerouted the second stage of the rally due to an avalanche which had totally blocked the Stelvio pass. Major flood reports caused a second route change. Once resumed, the rally passed from St. Moritz into Italy, back into Switzerland, and then Austria and Germany.

From Germany, the route took competitors back to Austria through Innsbruck and into Italy via the notorious Brenner Pass. Finally, competitors arrived at Cortina D'Ampesso for the end of the second stage.

The third stage was essentially a 190-mile road race in and around the Dolomite Mountains with the start and finish at Cortina. "The day dawned with



The 1954 Alpine Rally (cont.)

(Continued from page 31)

perfect conditions, and for the first 30 miles or so we encountered some very steep ascents which held everyone's average speed well down, so much so that it appeared we'd never make up the lost time," Heathcote said. "But it turned out later on that there were some sections where much higher speeds could be achieved. This, coupled with Ken's superb driving, got us to the finish back in Cortina with 28 minutes in hand. By achieving this performance, we had overtaken all the cars that had started before us and, having averaged 50 mph for the 190-mile circuit, we made our second fastest time of the day. Thus, before the halfway mark, we became the leading car in the rally."

The final 24-hour stage of the rally ran from Cortina to Cannes on the Mediterranean coastline of France. This section took in the Stelvio pass, which was cleared for the return run. Competitors drove 9,045 ft. of what was one of the highest roads in Europe. The Stelvio pass zigzags up mountainsides in a series of short straights connected by hairpin bends. The majority of the road surface was loose shale with reinforced concrete (the only hard surface) on the hairpin bends where grip underbraking and acceleration was essential, even for normal traffic.

"Our rally very nearly ended on the Stelvio," Kit Heathcote said. "Ken had caught up with Jean Behra, the racing driver, who was in an Alfa Romeo. We were right on his tail and, as we followed him out of



Lyndon Mills and Jimmy Ray at the start of the race

a corner, the Alfa understeered straight into the mountainside and bounced back into the front of our TR, which then pushed the Alfa back into the mountainside. Luckily, we only sustained front end body damage, but the Alfa's rally was over because of serious front end damage and a burst radiator."

After clearing the Stelvio, the route veered west to the foothills of the Italian Alps and then to the French Alps again, which were reached in darkness.

The crossing into France took place at the summit of the Col du Petit St. Bernard at 7,178 ft. The final section through the French Alps involved maneuvering the ascents and descents of some of the most dangerous of the French Alpine passes in rapid succession in snow and ice. The TRs raced reliably and relentlessly through the night passes over the Col de L'Iséran (9,090 ft.), Col de la Croix de Fer (6,818 ft.), Col du Telegraph (5,292 ft.), Col de L'Isard (7,746 ft.), Col de Vars (6,926 ft.), and the Col de la Cayolle

The 1954 Alpine Rally (cont.)

(7,634 ft.). Near disaster struck when a rear spring snapped on the Richardson/Heathcote TR in the Gorge de Daluis.

My father, who was chief mechanic and works test driver for the ERA team, often related that, with rear wheel steering caused by rear axle movement, just keeping the car on the road became a major problem. However, Richardson and Heathcote managed to stay in the race.

"Ken and I were extremely tired by this time, but we suddenly felt wide awake driving with a snapped rear spring!" Heathcote said. By this time, Slotemaker and Gatsonides had driven a superb rally with no problems, and were well on their way to winning a coveted Coupe Des Alpes for completing the rally without losing points.

Lyndon Mills and Jimmy Ray had extremely bad luck only 400 miles from the finish when, after an impressive performance, a rear wheel bearing failed and they had to retire from the rally.

The last event at Cannes was a speed and braking test around cones on the sea front. "Ken never liked these tests around cones, and this one was more than the usual challenge because he had to drive with the broken rear spring, but he managed to get the second fastest time overall," Heathcote said.

Slotemaker and Gatsonides also finished a remarkable sixth overall. With the privately entered TR2 be-

longing to Joseph Kat and Hands Tak, who had recovered from an accident near the control at Bolzano, the Richardson/Heathcote and Slotemaker/Gatsonides TR2s took the manufacturers' team prize. Richardson, Heathcote, Slotemaker, and Gatsonides finished in second, third, and fourth places in the 2000cc class, and won the Pernod Challenge Cup for the team, which put up the fastest cumulative times over the timed speed tests and hill climbs at Munich, Pordoi, Stelvio, and Izuard. They also won the prize for the best performance of a non-French team.

The 1954 Alpine rally was the first of many rallies of its type where TR2s and 3s won endless class and team awards throughout the '50s. The stealth of the TR is legendary and the very same TR2 OVC 276 used by Richardson and Heathcote in the '54 Alpine rally is still running in pristine condition on the roads of Europe today.



The Victorious TR2s after the rally. Left to Right: Ken Richardson, Robbie Slotemaker, Maurice Gatsonides, Kit Heathcote.

Triumph 1300

The Triumph 1300 which debuted in 1965 is a bit of a departure from the cars we usually write about in the newsletter, being a four-seater, four-door family car and front wheel drive. Still it's a Triumph and by most accounts a very capable car - slightly up market from the other cars in its class at the time. What also makes it quite remarkable is that it started out as a front wheel drive, before migrating to a rear wheel drive as the model line evolved and even a four-wheel-drive in a later iteration

This article by Bill Boddy is taken from a 1966 edition of Motorsport and has been abridged very slightly.

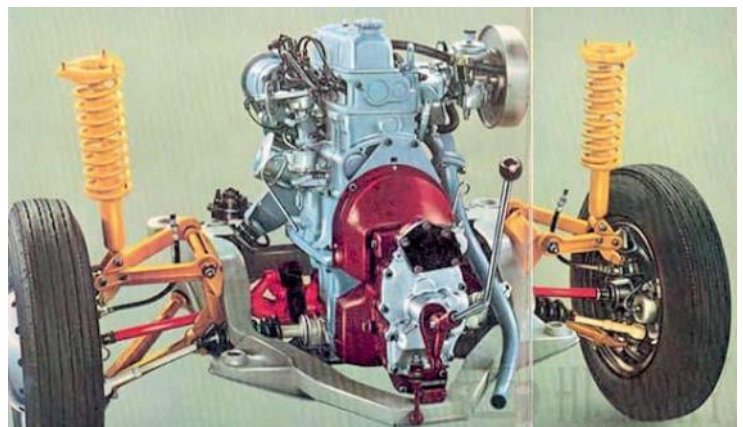
OUTWARDLY, the Triumph 1300 looks like a scaled-down version of the popular six-cylinder Triumph 2000. Technically, it is of entirely new conception, a four-cylinder front-wheel-drive small family car of ingenious mechanical layout, the gearbox separate from and below the crankshaft, different lubricants being used for engine, gearbox and final-drive, and the transmission to the front wheels passing through Metalastik universal joints.

I suspect that this clever f.w.d. power pack is as useful for light commercial vehicles as for this latest private car from the Standard-Triumph organisation. But this does not alter the fact that this car is a significant new comer and one which has been the subject of almost unprecedented acclaim and praise by some of those who were privileged to make an early ap-



praisal of it. Incidentally, if I am inclined to think of it as a Leyland 1300, this is the opposite of disparagement; it is simply that the f.w.d. Triumph 1300 is the first private car to be produced since the Leyland Motor Corporation, for which I have the greatest admiration, took control of Standard-Triumph.

The Triumph 1300 is of a sensitive size and is outwardly a handsomely unobtrusive 4-door saloon, the test car being finished in a pleasing shade of green. The interior is of true luxury demeanour, with a polished walnut fascia, the instruments accommodated on a hooded, matt-black non-dazzle-panel, projecting slightly, in



Triumph 1300 (cont.)

front of the driver (a much nicer arrangement than that of the Triumph 2000). Walnut capping is used for the windows, the floor is heavily carpeted, while the generous seat area appears to be upholstered in leather, although Ambla stretch p.v.c. is used, tastefully pleated.

Visibility from the separate driving seat is good, although the screen pillars are of average obstruction, and as the seat adjusts to any one of 81 permutations and the steering wheel can be



raised or lowered and extended or retracted on its column after a knob has released it — one of the Triumph 1300's several unique and practical features — a very satisfactory driving stance can be achieved. The seats are extremely comfortable, with rather slippery "beach ball" upholstery, but the backs of the squabs fall away from the shoulders so that squab adjustment as well as the means of raising the back of the seat itself would be appointed; the so-called ventilated seat cushions were not foolproof in this respect in hot weather but their fore-and-aft adjustment is very precise and generally the Triumph provides outstanding comfort for a small car. The facia carries

cranked flick switches for the main services, all symbolically-labelled, there is a lockable cubby hole of un-expectedly generous dimensions, supplemented by an under-facia shelf for driver and passenger, bisected by the push-button Radio-mobile radio. The shelf is sensibly sub-divided to retain objects of various sizes and obviates the need for door pockets, so that the doors can be effectively upholstered. The doors themselves contain recessed dual levers operating as interior handles or for locking the doors if the shorter lever is pressed in — *a luxury-cum-safety touch deserving top marks*. The spring-loaded recessed, fold-away window-winding handles are rather fumbly to use in a hurry, but constitute another safety factor.

Reverting to the instrumentation, this is very neatly contrived, the 100 m.p.h. speedometer with red-tipped white needle. calibrated also in k.p.h., with trip and total odometers, and the combined matching dial containing thermometer, ammeter and fuel gauge, having between them the little Lucas warning-lamps cluster, which concentrates in one circular instrument the flashers, main-beam, low-fuel-level, ignition, handbrake-on, choke in use and low oil pressure warnings, in labelled segments which light up respectively in green, blue, red, red, amber, amber or green if any warning is required. Neat as this is. I felt I could do without the red fuel level warning shining in my eyes at night, especially when flanked by the blue main-beam light and bearing in mind the accuracy of the fuel gauge and the fact that the warning light showed with considerably more than a gallon in the tank.

However, the design team who engineered this

Triumph 1300 (cont.)

(Continued from page 35)

excellent Triumph 1300 put in a petrol tank holding nearly 12-gallons, which means a very useful range of over 400 miles before re-fuelling is needed, so that timely warning when this is necessary is more desirable than usual. It is curious, however, that there is no "lamps alight" warning in spite of the separate lighting facia switch.

The single-spoke steering wheel has the horn push in its spoke, where it is less easy to find than with a horn ring but otherwise good planning is evident throughout the 1300. All three pedals are the same size and stand at the same height until they are depressed, the hand brake is between the seats with a precise pull-up action, and the central gear lever is cranked back from the bulk-head rather like that of a pre-2000 Rover, in a very accessible position. The action of the gear lever is less pleasing, the change being notchy and 1st gear very often almost impossible to engage while at rest unless the lever was first eased into 2nd gear. The



accelerator travel seemed rather restricted and the choke imprecise, cold starts taking a few moments while the noisy exposed starter spun the engine, which would refuse to open up unless choked for the first few minutes after starting. The clutch is heavy and care is needed for a smooth get away.

I had no occasion to use the heater but selecting cold-air ventilation did not appear to make much difference to the comfort of the occupants. The full-flow ventilation system, however, with vents behind the shapely rear window sill, dealt effectively with misting up and general ventilation, without opening the windows. A lamps master switch has to be operated before the l.h./steering-column stalk will control the lamps. This stalk moves down from side-lamps, through full-beam, to dipped beam, whereas I prefer the full-beam position to be isolated; it also acts as the flasher. The turn-indicators are controlled by a well-placed matching r.h. stalk. Wipers and washers controls are convenient to the right hand, the heater tap can be operated from within the car,



Triumph 1300 (cont.)

and big box-like lidded ash-trays occupy each end of the fascia. There is a useful parcels' shelf behind the back seat.

To the practical planning that characterises this Triumph or Leyland 1300 can be added very full equipment — rheostat panel lighting, automatic dimming at night of stop lamps and rear turn-indicators, much crash-padding, moulded deep-pile carpeting, four-door courtesy interior lighting with a fascia switch and an adjustable glass on the roof lamp enabling it to be used for map reading, good door arm-rests and a retractable one for the back seat, vanity mirror in the n/s padded visor, childproof door locks, two coat-hooks, full-flow ventilation system, stainless steel wheel trims, rubber inserts in the bumper over-riders, automatic boot illumination, two-speed heater fan, etc. The test-car had two Lucas spotlamps hung below the front bumper. Taking all this into consideration the price of £835 is modest, for the 1300 is that fre-

quently asked-for package, the luxury family saloon. Incidentally, the minor controls have been located where they are accessible to a belted-in driver, and 18 colour combinations of body/trim/carpet are available. The 1300 is heavily endorsed with advertising motifs. The bonnet carries the word TRIUMPH and an unlabelled Standard-Triumph badge, the wheel nave plates the old "globe" Triumph badge, the boot-lid is inscribed with the word

"Triumph" towards the o/s (as is the steering-wheel spoke) and the back bumper has "1300" inset into it. The front doors, by the way, have rigidly-mounted external locks; two keys sufficed for all locks.

On the road the Triumph 1300 could do with more urge from the bored-out single-Stromberg Triumph Herald engine, maxima of 30, 47, 70 and 85 m.p.h. in the all-synchromesh gears being about on a par with what one expects from twin-carburettor 1100s, likewise the acceleration, to the tune of a s.s ¼-mile in 21.4 sec., or 0-60 m.p.h. in 21 seconds, although the legal maximum in 3rd gear is useful. The gearbox has to be used to get such results, when the engine becomes noisy. The transmission is notably quiet and at normal throttle openings the 1300 is a happy car to travel in.

The suspension is hard and considerable shocks and jarring are conveyed on bad roads to the bossy and steering column, some ill them quite severe. At



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Triumph 1300 (cont.)

(Continued from page 37)



first I thought the Dunlop C41 tyres might have been overinflated but a check showed them to be inflated at 20 to 22 lb./sq. in., the latter being specified.

The springing nevertheless gives a comfortable, fairly level ride, only becoming lively over abnormal surfaces. There is slightly more sway on fast corners than a f.w.d. B.M.C. car displays and less apparent front-drive cornering characteristics but the Triumph 1300 can be cornered fast with confidence on slippery surfaces nonetheless, although otherwise giving no clue to being hauled along by its front wheels. The accurate rack-and-pinion steering, geared three turns lock-to-lock, inherits the very excellent Herald turning circle for easy parking, is moderately light, has useful castor return action, and no lost motion. This is a very satisfactory car for hurried motoring.

The Girling disc/drum brakes felt spongy and tended to squeal, suggesting that feline malady, hard-pad. The Lucas sealed-beam headlamps, as adjusted were, inadequate for fast night driving.

The doors of this Triumph 1300 shut nicely and the low-loading boot gives an area of 11 cu. ft., the spare wheel is stowed under the floor and the lid is counter balanced. Not only is the correct grade of lubricant used for sump, gearbox and final drive but the two latter are filled for life, there is a patented no-loss engine cooling system, and the chassis requires no lubrication, so servicing charges should be low. I recorded 34.7 m.p.g. of premium petrol overall and after 850 miles added one quart of Castrolite, the sump level having fallen to below the danger mark on the accessible dipstick. The only fault apart from those previously mentioned, in a test mileage of over 1,100, was a loose o/s quarter-light.

Altogether the small f.w.d. Triumph is a considerable achievement. *The interior trim is really well contrived and this alone will endear the car to many discerning customers.* I am sure the tuning-shops will soon have more speed and acceleration out of the 1300 but in standard form it is a very individualistic, beautifully appointed and contrived family conveyance. I would not class it as the best-ever small car at the price at which Standard-Triumph offer it. But it is certainly top of its class and with a little further development should be a very significant car indeed. If it was built abroad and had a foreign-sounding name you would be loudly proclaiming its many merits. Britain needs a break. The Triumph 1300 is the sort of car which should stern many imports. In fact, I suggest there is no need to look further than Coventry if you are in need of a fully-equipped, very cleverly engineered medium-size family car.

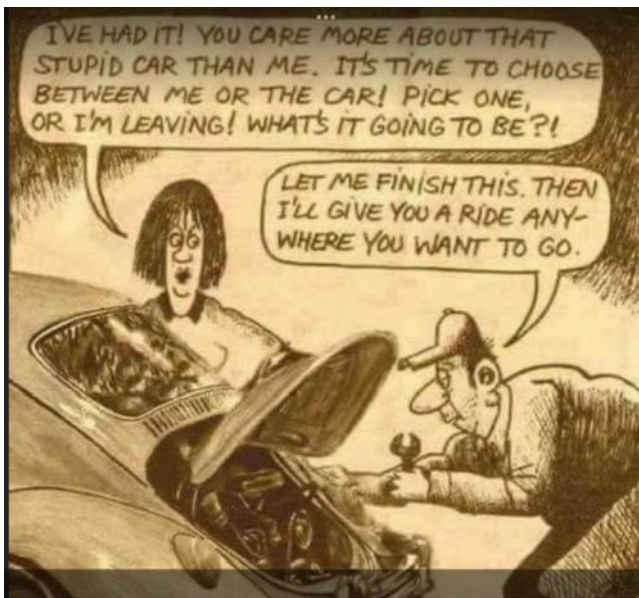
Barlow's Boy's Run (cont.)



So, four days of great driving and comradery. Some 1900 kms travelled with each of us consuming approximately 200 litres of fuel. Three nights in hotels, and seven group meals. We all did our part to contribute to the economy.

Thanks again to all participants and organizers.....let's try to do something similar again next year!!!!

Thanks to Lyle D and Brian T for the humour below and to the right.



Jack Daniels Fishing Story

I went fishing this morning, but after a short time I ran out of worms.

Then I saw a cottonmouth with a frog in its mouth.



Frogs are good bass bait.

Knowing the snake couldn't bite me with the frog in its mouth, I grabbed it right behind the head, took the frog, and put it in my bait bucket.

Now the dilemma was how to release the snake without getting bit. So, I grabbed my bottle of Jack Daniels and poured a little whiskey in its mouth. Its eyes rolled back, and it went limp.

I released the snake into the lake without incident and carried on fishing, using the frog.

Not long after, I felt a nudge on my foot. It was that damn snake ... with two more frogs.

Life is good.



VIA 9646.COM

Corn Ethanol

In the March 2023 issue of the newsletter we reproduced an article highlighting work in progress to develop carbon neutral fuels suitable for classic cars with the stated intent of “future proofing” our vehicles.



Thus far, a major player in the effort to reduce emissions in fuel sold today has been corn ethanol additive. It has generally been accepted that this results in an overall reduction of carbon emissions (although not very friendly to some classic car fuel system components). An article from the office of Energy Efficiency and Renewable Energy in the US dated June 2022, by Director Dr. Valerie Sarisky-Reed, focuses on this (<https://www.energy.gov/eere/bioenergy/articles/ethanol-vs-petroleum-based-fuel-carbon-emissions>). In her article, Dr Sarisky-Reed quotes recent studies that suggest corn ethanol has 44%-52% lower GHG emissions than gasoline.

However, a study by the University of Wisconsin - Madison, published in the Proceedings of the National Academy of Sciences, contradicts much of this and concludes that GHG emissions from the corn ethanol are at least as great as gasoline and possibly 24% or more higher. A synopsis of the study was published by W News in February 2022 (<https://news.wisc.edu/at-bioenergy-crossroads-should-corn-ethanol-be-left-in-the-rearview-mirror/>) and is reproduced below.

“Transportation is responsible for a larger share of greenhouse gas emissions than any other sector of the U.S. economy, making biofuels a promising strat-

egy to mitigate human-driven climate change. The U.S. Renewable Fuel Standard, created by 2007 legislation, mandates that such fuels partially replace petroleum-based ones. So far, however, the mandate has been nearly entirely fulfilled by corn ethanol, a fuel that may be worse for the climate than the gasoline it replaces.

Fifteen years on, research led by the University of Wisconsin–Madison assessed the environmental impacts of corn ethanol and the policy that governs it, using a combination of econometric analyses, land use data and biophysical modeling.

The analysis, published this week in the Proceedings of the National Academy of Sciences, shows that the carbon emissions from using land to grow corn can negate or even reverse any climate advantages of corn ethanol relative to gasoline.

The results confirm what many scientists already realized: From a climate and environmental standpoint, corn ethanol is not a good biofuel solution. Instead, the findings align with the movement in bio-energy research toward developing next-generation biofuels, such as those made from perennial, non-food plants grown on land less suited for conventional agriculture.

“It basically reaffirms what many suspected, that corn ethanol is not a climate-friendly fuel and we

Corn Ethanol (cont.)

need to accelerate the shift toward better renewable fuels, as well as make improvements in efficiency and electrification,” says lead study author Tyler Lark, a scientist in the Great Lakes Bioenergy Research Center and the Nelson Institute for Environmental Studies at UW–Madison.

The results are especially timely, he says, because the Renewable Fuel Standard mandates specific annual biofuel volumes through 2022; once these requirements expire, the Environmental Protection Agency will take over the role of determining how much and which types of biofuel should be produced each year to meet the standard. What comes next policy-wise could have a very large effect on climate change, Lark says. “It’s a pivotal moment for deciding what this policy — and our landscape — should look like moving forward.”

In their studies of changing patterns of land use in the U.S., Lark and his colleague Holly Gibbs, a UW–Madison professor of environmental studies and geography, have noted the expansion of agricultural land dedicated to commodity crops, especially corn. They suspected ethanol production might be playing a role. “We knew it was likely contributing, but we didn’t know to what extent,” Gibbs says.

They assembled an interdisciplinary team, bringing together agroecologists, environmental modelers and economists from UW–Madison, the University of California, Davis, Kansas State University and the University of Kentucky. The team built on prior modeling studies to conduct a more empirical analysis of the connections between policy, ethanol development, land use and environmental outcomes.

“It’s the first time we’ve paired this detailed, rich

land use data with the underlying economic drivers,” Gibbs says. “The price data and economic models provided the explanatory power to help us understand the causality behind these changes that we’ve been observing for a decade.”

Enactment of the Renewable Fuel Standard drove up crop prices, their analysis shows, with corn prices rising by 30% and other commodity crops, such as wheat and soybeans, by 20%. From 2008 to 2016, corn cultivation in the U.S. expanded by 8.7%, covering an additional 6.9 million acres of land. This increased agriculture has been accompanied by more fertilizer use (an extra 3–8% each year), more water quality degradation (3–5% increases in nitrate leaching and phosphorus runoff) and more carbon emissions attributable to land use changes.

Those effects impact everyday life for people across the country. Nitrogen and phosphorus runoff contribute to harmful algal blooms and dead zones in lakes, rivers and the Gulf of Mexico. And nitrate leaching can contaminate groundwater and drinking water; it’s not uncommon for municipalities in Midwestern states to have to build new water treatment plants to treat nitrate in their water from agricultural pollution. Corn ethanol is worsening these problems.

“This one policy effectively bumped up pollution from the entire agricultural industry by several percent,” Lark says.

The sum effect is that the carbon emissions of corn-based ethanol produced to meet the Renewable Fuel Standard are at least as high as those from the equivalent amount of gasoline and possibly higher — likely by 24% or more.

Corn Ethanol (cont.)

(Continued from page 41)

Under the Renewable Fuel Standard, a fuel had to achieve at least a 20% reduction in greenhouse gas emissions relative to petroleum to qualify as renewable. Corn ethanol just met the threshold in the EPA's 2010 regulatory impact analysis, with emissions estimated to be 20–21% lower compared with gasoline.

But ethanol's environmental profile hasn't matched expectations. With the benefit of hindsight, Lark says, they can see one reason why. "In the EPA's regulatory analysis, they estimated a very small amount of domestic land use change," he notes, "and maybe rightfully so. No one expected such a big response, because cropland area in the U.S. had been declining for the previous 30 years."

In the past decade, however, Lark and Gibbs' research has documented both expansion of cropland area and significant switching from crop rotations with soy and wheat toward more continuous corn monoculture.

"The EPA's original estimates suggested that U.S. land use change would sequester carbon and help improve the carbon footprint of ethanol. But in retrospect, we now know it did just the opposite," Lark says. "Rather than reduce the carbon intensity of ethanol to 20% lower than gasoline, it looks like it actually increases it to that much higher than gasoline."

Introduction of 10% corn ethanol into gasoline blends has been a useful step toward integrating renewables into mainstream fuels, Lark and Gibbs say, but it's not a good long-term strategy. Cellulosic and

other advanced biofuels — such as those made from switchgrass, other perennial plants or waste materials — offer an opportunity to build off that start in a more sustainable manner.

"We use a lot of land for corn and ethanol right now," Lark says. "You could envision replacing the existing 15 billion gallons of corn ethanol with next-generation biofuels as that production comes online. That would give an opportunity to restore millions of acres of cornfields into perennial native grasslands and other landscapes that could potentially be utilized for bioenergy, still be economically productive, and also help reduce nitrate leaching, erosion and runoff."

Ultimately, the findings underscore that near-term policy decisions will have a lasting environmental legacy, whether positive or negative.

"This adds urgency to the critical work being done in our bioenergy research centers to find ways to generate carbon-negative biofuels," Lark says, "and to use perennial and native systems that can improve water quality, enhance biodiversity, and help truly hit our carbon emission reduction goals."

###

—Jill Sakai, jasakai@wisc.edu

These two studies are by no mean the last word on the matter and an insightful Youtube video on the matter, looks at both these studies and digs a little deeper. So if you are in the slightest bit interested in this issue, the Engineering Explained video "America Was Wrong About Ethanol - Study Shows" (<https://www.youtube.com/watch?v=F-yDKeya4SU>) is well worth watching.

March Meeting Minutes

BC Triumph Registry Monthly Meeting March 8, 2023 Minutes

President's Report	Charlie Dooley called the meeting to order at 7:35 pm. This meeting was in person and via Zoom with 18 members present. The members in attendance introduced themselves and mentioned the cars they owned. Two newer members, Julius Pataky and Ron Hunter gave a bit more detail on their vehicles.
Minutes	The minutes of the February 8th were accepted as previously circulated.
Treasurer's Report	Keith indicated that we have [REDACTED] in account. Minimal transactions in the last month.
Editor's Report	Bryan Wicks requested additional articles but he and Jonathan have an issue almost ready to go.
Regalia	Check out website. Grill badges, pins and pendants available
Membership	Andy indicated that there are 86 paid up members. Will be sending out email regarding name badges to be ordered.
Correspondence	Jerry is sending out as received.
Past Events	- Drive your Triumph Day was Feb 10. Pictures of over 700 Triumphs available on the Facebook Drive Your Triumph Day page. Several BCTR members participated and are shown in the photos. - Bryan Wicks was in New Zealand intending to take in a car show but the show was cancelled due to a major cyclone storm in the area.
Future Events Please refer to BCTR web site often.	- St. George's day event by LAMB is taking place in Fort Langley April 23 - ABFM at Van Dusen May 21 followed by Sunday drive to Harrison - Boys Run June 8 with 22 registered and only those registered will receive updates. - ATDI Bend Oregon July 27-30 organized by PTOA. - Ken Nicoll's Harrison run postponed until further notice
New Business	Bryan Wicks may soon have list of TR6 parts for sale. Contact him for more info
Technical	- Frank Vandenberg found a machine shop in Langley to machine his TR6 intake manifold at a good price - Andy MacLean said his engine rebuild is progressing and should be in the car soon.
Video & internet	None tonight.

Meeting adjourned at 8:20 PM. NEXT Meeting is April 12th 2023

April Meeting Minutes



BC Triumph Registry Monthly Meeting April 12, 2023 Minutes

President's Report	Charlie Dooley called this meeting to order at 7:45 pm. There were 21 members in attendance via zoom and in person.
Minutes	March 2023 minutes were accepted by Andy and Norm and all in favour.
Treasurer's Report	Keith reported over [REDACTED] in accounts.
Editor's Report	Need articles and photographs.
Regalia	On website and Keith has some at meeting
Membership	There are 87 paid up members for this year. Jim Clark is a new member. Name badges were distributed this evening; they look great and thank you to Andy
Correspondence	Messages have been emailed to members; Jerry spoke of Len Drake's recent passing. Charlie indicated the club sent flowers
Past Events	Coffee nights at United Boulevard and Ladner DQ
Future Events <i>Please refer to BCTR web site often.</i>	- ATDI will be in Bend Oregon, hotel and event bookings are open - VanDusen will again occur on the May long week end. - St George's (LAMB) will be last Sunday in April. - Boys Run will take place in early June; details will be sent out soon to those that have registered. - Spring thaw is for May 4 to 6. Jerry, B Wicks and Brian are registered
New Business	- George attended his first meeting tonight. He brought his 1959 TR3A to meeting. Looks great. - David has had a TR2, MGA; now has Spitfire and TR8 (brought to meeting) and Corvette. - Charlie is selling parts for TR8s and tr7s.. - David Rodgers has got two more wedges - ATDI 2024 is coming together. Video and Logo are complete
Technical	- Discussion on after-market radios - Lee mentions small mouth for TR2 conversion
Video & internet	None this evening

Meeting adjourned at 8:30 PM. NEXT Meeting: May 10th 2023

May Meeting Minutes



BC Triumph Registry Monthly Meeting May 10, 2023 Minutes

President's Report	Richard chaired this meeting and called this meeting to order at 7:28 pm. There were 13 members in attendance.
Minutes	Keith and Andy motioned to accept the April 2023 minutes and all in favour.
Treasurer's Report	Keith reported over ████████ accounts.
Editor's Report	Editors have some content and appreciate more articles and pictures.
Regalia	Keith indicated that there will be a catalog linked to our site
Membership	Andy reported that there are 87 paid up members. A new member, Jim Clarke was introduced and he has his green TR6 on the road. Some badges were distributed at this meeting. Other will be given at the ATDI later this month and also on the Boys' run.
Correspondence	- Jerry listed a few recent items; most were sent out in emails. K Williams has a 1976 TR6 for sale on website. - Sad news, Janet Sharp advised that Harry Sharp passed recently
Past Events	- Cars and coffee had a few TRs present, but mostly Mustangs - Ron went for a great drive to Mount Vernon for the tulips display - LAMB St George's day was cool and wet and around 42 cars - Spring thaw was around 1700 km with three members participating
Future Events <i>Please refer to BCTR web site often.</i>	- ATDI will be in Bend Oregon and at least 9 club members attending - Historic races at Mission this coming weekend, at lunch time car drive around track - ABFM has MG as marque - Richard updated Boys run which may have up to 24 attending; email to those registered this week - Also, BC Highlands games June 17 - Greg will update website
New Business	ATDI 2024 committee is moving forward
Technical	- Jerry indicated that Lee has installed the automatic transmission and it is up and going - Roger L had some questions on springs and bushings. Jerry gave some good information and stressed safety. Andy may have spring compressor to help
Video & internet	None tonight.

Meeting adjourned at 8:27 PM. NEXT Meeting: June 14th 2023

From the Editors

For this issue we have been lucky to receive quite a few articles from members and would like to thank everyone that submitted articles, pictures or humour. Please keep it coming. We debated holding some items over to the next issue in case there was not as much material available but then decided to go with what we had and hope for the best in September.

Most of you may not notice the difference as we have been issuing pdf files to almost all member for some time but recently we also stopped producing an actual printed newsletter magazine for distribution. As a result, Bryan and I decided to switch to a simple page by page layout rather than four-page layout which is required for printing as a newsletter. This makes things a lot easier for us to format the newsletter since we don't need to ensure the content is spread over multiples of four pages. If you decide to printout your newsletter you will just need to be mindful of that.

Readers will notice on page 3 that I stated my intention to resign as co-editor effective the end of this year. I find it is getting more and more difficult to keep coming up with ideas to fill the pages and on many occasions there is not a lot of member contribution. Please consider taking over the position and providing some new focus for the newsletter. I will be happy to work with the new editor to show him/her the ropes but honestly there isn't a lot to explain. We have had a few regular contributors to the newsletter in the past and I would like express my appreciation to those individuals.

Bryan has been a great help in the past, for which I am very grateful and has expressed a will-

Memberships

Memberships

Membership dues are \$40.00 per year and are due by December 31st.

Family Memberships

Family memberships are \$50 for households that have two continuously active members. The second member is entitled to vote at all regular BCTR meetings.

For membership renewals, contact: BCTR Registrar - 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.

ingness to work with a new editor as he has worked with me but will not take over a lead role as he has done this in the past.

In closing I would like wish all members the best for the BC summer and hope we all get some great summer TR driving weather.

Jonathan Clegg, co-editor

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

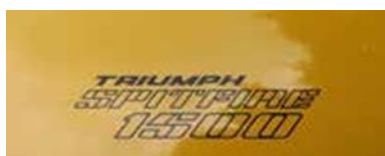
Men's Melton Wool Jacket

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
Club Archivist	Andy MacLean	bctrmembership@gmail.com
Club Assets	Jerry Goulet	jerry.tr3a@gmail.com
Events	Greg Winterbottom	bctriumph@gmail.com
Publication Editors	Jonathan Clegg	jonathanc5885@gmail.com
	Bryan Wicks	bwicksTR3@gmail.com
Regalia	Ellen Sparkes	kesparkes@shaw.ca
VTR Liaison	Lee Cunningham	l_cunnin@hotmail.com
Webmaster	Jerry Goulet	jerry.tr3a@gmail.com

Technical Reps

TR2/3/3A/3B	Bryan Wicks	bwicksTR3@gmail.com
TR4/4A	John Finlayson	john_finlayson@telus.net
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

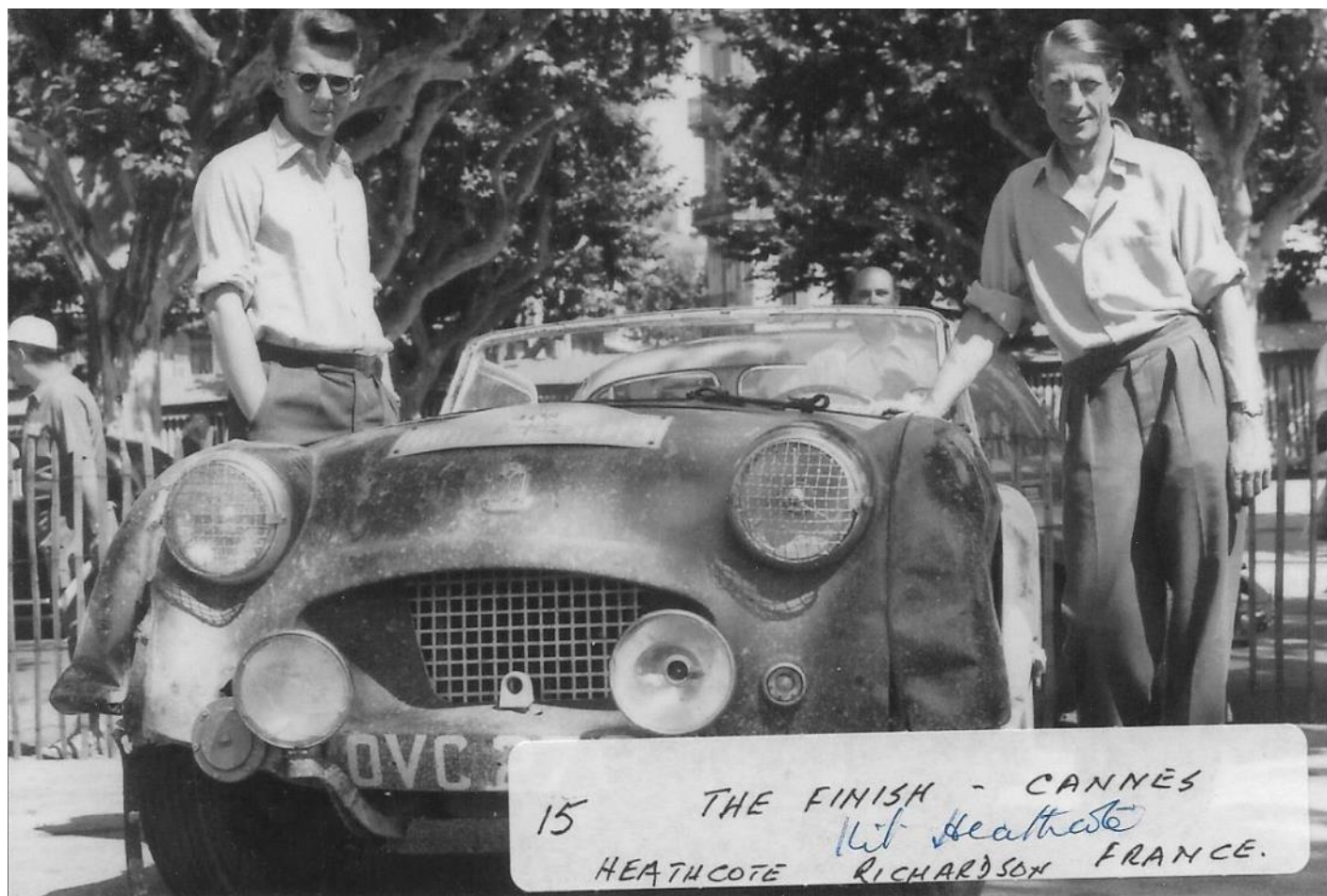
Upcoming Events - 2023

If you have an event that you think would be of interest to BCTR members and would like to have included in this list, please contact Greg Winterbottom - bctriumph@gmail.com.

JUNE 2023	EVENT	DETAILS	LINK
June 17	Car Show Bush Prairie, WA	Pacific Northwest British Invasion Show and Shine, no pre-registration, \$10 cash at the gate. 8:00 - 2:00	Invasion
June 17	Car Show Coquitlam	KMS Tools Show and Shine	KMS2023
June 22-24	Summer Tour Pendleton, Oregon	Idaho British Car Club Summer Tour	Tour
JULY 2023	EVENT	DETAILS	LINK
July 17	ABFM Kenmore WA	Western Washington All British Field Meet at St. Edward State Park	ABFM
July 27 - 30	ATDI 2023 Redmond, OR	All Triumph Drive In	ATDI2023
AUGUST 2023	EVENT	DETAILS	LINK
SEPT 2023	EVENT	DETAILS	LINK
Sept 7-10	Triumphfest San Raphael	Triumphfest	2023
Sept 8-10	ABFM Portland	Portland All British Field Meet	ABFM

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

Looking Back



Richardson and Heathcote at the end of the
1954 Alpine Rally