



September 2024

TRIUMPH HERITAGE

PRESIDENTS' MESSAGE

Hello All,

Well it's been a while since I wrote a president's message as we didn't have official meetings in July or August but rather a couple of club runs. And, is it just me or does it seem summers go by so much quicker these days. Especially for us old farts. LOL!

Anyway, I managed to squeeze in some runs and events and so of course did the club with the All Triumph Drive In. A very well organized and well attended event this year except for one TR8 that did not make it to the actual event even after a couple of spring/ summer runs where the car had accomplished almost 7500 kms. Inevitably I guess to have some trouble at some point. After all, these are BRITISH cars. BUT, I do want to thank all the organizers and volunteers again for your tremendous efforts on this event. One of the best ever is what I heard from a lot of attendees.

One of my big adventures was driving my number one (My Pearl 8) to South Dakota at the end of June. That was an awesome trip. One of the guys had a 360 camera and took this [video](#). I have also managed to sell two TR8s to the US. One to Texas and one to Seattle. But I did buy another one, a black 1982, and have done a couple of good runs in it. One to Leavenworth, Wa. and another just on Sept. 18th. doing the Duffy Lake road loop. About 2,000 Kms in total. To me, these cars are made to be driven.

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President's Message Cont'd

also managed to get a couple of runs in for the club meetings in June and July along with an after beer. Short but fun runs. And, Greg and Cheryl Winterbottom put on another fabulous barbecue that was very well attended. Thanks again Greg and Cheryl. I think there were about 40 people at least there with a lot of beautiful Triumphs (along with a 65 Mustang and 67 Firebird convertibles). There were actually some former members there also so it was great catching up with them and what's happening in their lives. The club has seen a huge surge of Interest over the last couple of years due to the efforts of some very active members. I believe by the end of September we will have up to 100 members or more. I'd like to thank all for their tremendous efforts in bringing in these new members but remember, we have to maintain those members and the only way to do that is activities to keep the members active. Activities that members can be involved in. I'd like to see more people planning activities even if it's a shop tour of someone's shop, a run somewhere or possibly an activity where people are going to work on someone's particular car. You get the drift. Also, I'm offering my shop, as I have a pit, for anyone that needs space to work on their car temporarily or to get under their car for work or inspection. Feel free to contact me.



I also want to inform people that after four years as your President I would like to step down at the end of this year and pass that torch on to someone else. Who's willing? Of course all positions for the executive become open at the end of the year. A lot of the current executive stay on but all positions are open. At the October meeting this will be discussed further.

And finally, RE THE ZOOM presentation at meetings, members know that now we have a new meeting place. Also, as you know, we've had issues with our Zoom meetings in the past in respect to sound and video. At the new meeting place, I was able to get some very good technical assistance so at our last meeting the sound and video worked extremely well. There were even comments from the "peanut gallery" as to how well it worked. LOL! So, If you have dropped out of the Zoom meetings due to the poor quality, I encourage you to please give it another go at October's meeting. After all, it is our club. Participation is the key.
Sincerely, Charlie Dooley, BCTR President



Please welcome the following new members to the club:

James & Sue Taylor, from Surrey, Black TR4A
Brian and Suzanne Campbell, from Port Coquitlam, Blue 1974 TR6
Robert & Beverly Frew, from Langley, Emerald Green 1974 TR6
Ken & Joanne Gallie, Vernon, Blue 1970 TVR

End of Summer BBQ at Greg's

Cheryl and I were happy to host the BCTR END OF SUMMER BBQ on September 8th in Anmore. It was very well attended with about 40 people. It was great to see some past members, and several new members. It was Pot Luck, with the club supplying the BBQ items. We had a good variety of food, and no one went away hungry. We have a 300 foot driveway, and the car lineup down the driveway looked amazing. We even had a couple come up to look at the cars, and ask if there was going to be an auction. We had Allan's 65 Mustang Convertible, and Charley's 67 Firebird Convertible for variety. A few people also got to try out the golf pitching skills. It was nice of the local Black Bear to make an appearance also. Hopefully the club can do more of these social gatherings. There was one grey soft sided cooler bag left here. Let me know if you are missing one.

Greg Winterbottom



Miscellaneous Mumblings from ATDI 2024

By Andy MacLean

In no particular order....

Y'all remember "don't leave home without it"? It was an advertising program encouraging you to use American Express Travellers cheques and the AmEx credit card. It's an iconic statement, and is trademarked by AmEx. But it can apply to many things, most notably with regard to Triumphs and soft tops, side curtains, tonneau covers and so on. Just ask Jerry Goulet and Michael Roberts....both TR3 drivers that regretted either removing or not having these items during the torrential downpour encountered on the drive

between Merritt and Vernon on Thursday before ATDI. Yes I know these challenges are sent to make us stronger.



Need more cowbell towels!



Here's Jerry on Coquihalla enjoying the downpour

And on the subject of rain, even fully and immaculately restored cars can be affected by a downpour. Just ask our new editor Stephen Pallavicini. Are the carpets dried out yet Stephen? (Ed. Yes!)

And while on the subject of TR3's, one of the ATDI VIP's was Rye Livingston. He is from the San Jose area of California and is the driving force behind "Drive Your Triumph Day" held each year on February 10th. He drives a TR3 too. But did he bring it? Nooo! He brought a Porsche instead. It is not clear why. But the Triumph

gods got even with him as he had generator and battery troubles that required him to swap out batteries with others in his convoy. Run and deplete one battery in the Porsche, change it out with the battery in a running Triumph and repeat the process until he got home. Ha... Triumph rules! Find more on Triumph Travellers Sports Car Club on Facebook.

But do not assume all Triumphs were trouble free. Ask Bryant Paulsen. (Ed. His story was featured in our ATDI Issue). Or ask our fearless President Charlie Dooley. He tried to set fire to his TR8 while attempting to sort out a no starting issue. Home on the hook, actually a flatbed, after the show concluded on Sunday. But you know what makes the story so interesting? Instead of simply fixing the 8 as most people would, he went out and bought another one. Hmmm. Takes all kinds I guess.



Heading home on the hook!

To the best of my knowledge only two Triumphs came home on the hook. (Pretty good considering there was over 80 cars there, some from as far away as southern California.) There may have been others but their story hasn't surfaced yet. Having said that, one other car was forced to use a tow to get home. Right Frank? But to be fair to the Triumph marque, Frank, like Rye, elected to attend

Miscellaneous Mumblings Cont'd

ATDI in a Porsche. He made it to Vernon but the Porsche did not. And here I always had a Porsche on my car wish list. I am rethinking that.

And then there is our esteemed photographer Doug Boyer. Having proved TR6's are a great car...he made it to Vernon without issue...he decides to buy another one. Taking a page out of Charlie's book perhaps. Anyway, while at Polson Park he meets a local fellow selling his TR6. Same colour as Doug's. Why not? It's always wise to have a spare. Tough to drive 'em both home at the same time though. At the last word a second trip to Vernon to retrieve the new one was being planned.



There were other not so serious breakdowns by a number of people, but all were repaired at the roadside. Details and ownership of these problems may surface at a later date. So, again, given the number of cars and distances travelled I'd say Triumphs did pretty well.

If anybody has more stories to share, serious or not....shout 'em out! They can be added to another newsletter issue down the road.

Cheers.

On the Road to ATDI



Meeting At Chevron Hwy 7



Bryan Wicks, Ken Nicoll,
Ellen Sparkes (with
Princess) and Jason Webb.

Julius Abellera Trip to ATDI

I met Julius at the Prestige Vernon Lodge and Conference Centre. I parked beside him and started wringing out my carpets from the torrential storm on the Kokaholla highway. I mentioned that this was my first long distance drive since I restored the car, and my first ATDI. Without missing a beat he rightly nicknamed me The Rookie. Before the car show he helped me detail my car with product from his well equipped trunk. I was browsing the Vintage Triumph Register Facebook page and came across Julius' delightful recounting of his trip to the ATDI and his important milestone, getting to 400, 000 miles on his 1972 TR6. I decided to extract his story and publish it here as follows.

Stephen Pallavicini



What it took to get to 400,000 miles on the same '72 TR6 Julius Abellera

Riverside, Ca USA to All Triumph Drive In 2024 Vernon, B.C. Monday 7/22nd-Monday 7/29th 3768 mile round tripper. I-5 NB before rush hour traffic. Sunrise Frazier Park/grapevine tomatoes running 24/7 cattle stock yard in the otherwise dry/dirty/dusty Central Valley which supplies about **25%** of the nation's fruits, nuts, and other food products water supplied by network of aqueducts

We rolled over 99999-00000 = 398,000 miles on the odometer Redding, Ca south of Mt Shasta. Onward into Oregon, USA where we saw truck trains, the sunset, night construction.

Stayed in Seattle, Wa USA Tuesday/Wednesday on the road again with my touring buddy Tom & his TR250 he's owned since '74. Hwy 99 to avoid the rush hour madness marked the 1st drive in the 2 mile tunnel. Hwy 9 to USA/CANADIAN border crossing @Sumas.

Arrived at USA/CANADIAN border in line with members of Bay Area Triumph Travelers who took 5 day 2500 miles journey to ATDI 2024. Interesting to say the least, km vs mph though numbers too small to read while driving.

We as many got caught in the worst storm of my life on Thursday's get-there drive, high in the wilderness/mountains torrential downpour, wind sheer rain, thunder, lightning, flooded roadways, hydro planing, scary for well over an hour Hwy 97C Merritt-Princeton Hwy. Okanagan Connector before Merritt, B.C. had me driving 45 mph couldn't see 10 feet in front of me, no place to stop or services of any kind for miles.



After Merritt, B.C. on/off rain but nothing like up in the mountains. Arriving at the TRIUMPH Only Mother Ship unloaded then headed to coin operated car wash, back to Hotel, showered went to eat, prepped for the two day party to celebrate our preservation of the marque. - TRIUMPH !

Now the rest of the story. The return trip. Left Vernon, B.C. early Sunday dry/sunny morning tandem touring with good Friend Eller, Wifey & their TR250 for 4 hrs 374 km to the Canadian/ USA border crossing @Sumas.

Coquihalla Hwy to Merritt, B.C. Hwy -Trans Canadian Hwy 1 as unlike the USA no petrol stations, rest stops, next services X# of miles, only exit ramps for runaway big rigs, nor any signs of life other than people in cars on Hwy for hundreds of miles.

Julius Abellera Trip to ATDI Cont'd

Through Great Bear snow shed tunnel. Hwy 9S stopped for lunch outdoors creek side vs restaurant at *BAR 542* in Bellingham. Avoiding I-5 traffic we took 99S north of Seattle through downtown two mile tunnel, overnight in Seattle.

6 am back at it, decided to repeat Riverside to Seattle in reverse Seattle non-stop 18 hrs done in 20. Rain started near Tacoma, Washington continued until south of Portland, Oregon. Both states lush natural green as a result. In Oregon encountered the 3 trailer truck trains, log hauling trucks.

Left Oregon odometer read 999999 crossed into California sunny/dry/hot I-5S *odometer read 000000*. Mt Shasta & bridge over Lake.

Redding, Ca sunsetting through Sacramento, Ca then nightfall Pasadena, Ca home 2am. Next day odometer reading **400,796 miles of smiles** 😊😊



Here is Julius' ATDI video.



Andy Duelling on the Highway

Reality Check. By Almost Any Triumph Driver.

Not long ago I was driving on a nice twisty country road. It was quiet, dry and I was into it. The term spirited driving comes to mind. I am sure you know what I'm talking about.

Now here I was zooming along thinking this is great. The road is perfect and the car is running well. I was thinking I was putting down a pretty hot lap and feeling pretty smug about it. Until I looked in the rear view mirror and all I could see was "M A R". WTF? Where did he come from? Thinking there's no way anybody is going to challenge the mighty Triumph on this road I sped up a bit, hoping to lose him.

Nope...he was still there. So I tried again. Nope. Still there. Curves nor hills let me lose him. One last time and as the road began to straighten out I looked down at the speedo. Yikes! I am entering the ticket tragedy zone. Better watch out. But as I am contemplating my next move that effing MAR comes up beside me. It's a Dodge pickup with turbo diesel! I shoulda known. But ya know what made this story so distressing? Once he was beside me I saw he was towing a horse trailer. Talk about an ego deflator.

So, back to cruising. Thoughts of hot laps now gone I settled back and watched that effing pickup disappear in the distance. Had I come across him down the road with a cop at his door I would feel vindicated. But alas it was not to be. I never saw him again. Sad.



So the next time you find yourself in a similar situation say to yourself..... reality can really be painful.

Cheers! Andy.

Triumph Engines at ATDI



Tulameen Road Trip - July 3 - July 5

On July 3rd , I met Barry, Jerry, Greg, Andy, Ken , Bryan & Stephen in Princeton for a couple of days driving around the Similkameen & South Okanagan area. Greg had limited space available and a few of us rented Greg's neighbour's coach house to stay in for two nights. We took a tour northeast of Princeton that first afternoon and found the bottom of our cars on a bridge on the Princeton Summerland Road. Then we cruised until we came to the end of pavement and turned around. It is a nice paved backroad for Geezers in old British cars with note that we "all slowed down" at "said" bottoming out bridge on the return trip.

Later that afternoon we retired to Greg's summer place in Tulameen for a nice dinner prepared by Barry & Ken. We all sat around the campfire shooting the breeze and having a beverage or two.

Next morning we all mounted up, headed back to Princeton and meandered along the Old Hedley road till it comes to Hwy 3 East and onward through Keremeous to Osoyoos . There we met up with Denis, Bill & Stuart from Osoyoos and George from Grand Forks. We had a light lunch and a good visit before driving up Hwy 97 a few kms and crossed to the east valley ending up at Area 27 Race Track. Once at the track, we (who signed up) got out on to the Go Kart track (Kartplex) for three sessions. It was a ton of fun and bragging rights (for our group); fastest time of day went to Greg with first spot, Jerry with second and me in third (big weight disadvantage). The Karts are 200 cc 4 stroke engines with maybe a top speed of 80 km/h but have tones of lateral grip and rear brakes (can catch you out with spins if not careful). When you are out with the group there may be 10 people on track and if you misbehave your throttle will get cut (may have happened to me). They are very quick to learn but you also quickly learn that the "power to weight ratio " as an adult means that momentum is everything against other (lighter) drivers. A Big thanks to Greg for organizing and it is something that I would love to do in a group again – Caution that you "do" feel your arms and other body parts with slight discomfort later – it is work and fun too!



After this, the guys from Osoyoos and Grand Forks said goodbye and the rest of us headed up the east side of the valley, then at OK Falls we kept on east side road to Penticton where Gary managed to find an interesting town house parking lot diversion route through Penticton. We regrouped on the west side of the channel and most of us (except Gary) continued on Green Mountain road west out to Keremeous. Somehow we got separated from Jerry after OK Falls and drove west on Old Hedley road and re-grouped in Princeton .

Then, it was back to Tulameen for a nice dinner and more social time. It is easy for the most part to keep track of a small group of cars - especially with guys with similar bladder sizes and heavy throttle foot.

In the morning (Sept 5th) Everyone rose and drove back in to Princeton where the lower mainland group headed west for home and I headed east and got back to my place by mid-afternoon.

Thanks again Greg for organizing. Brian Thomlinson

Tulameen Road Trip - July 3 - July 5 Cont'd



Tulameen Road Trip - July 3 - July 5 Cont'd



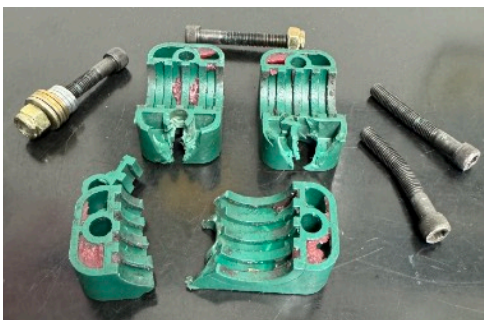


STEPHEN HITS THE ROAD (literally)

Stephen did an impeccable job restoring his TR250, finishing in about 2019. Just in time for Covid and other things that kept him from taking it on longer drives. That is likely why he was pretty quick to sign on for an Okanagan run to Tulameen in early July, to test it out and have some fun. It passed with flying colours, except for the front sway bar mounts. He of course put the heavy duty 7/8 inch bar with a non stock mount. We all got braver, pushing the cars on the Osprey Lake road, and got a little negligent on slowing for cattle crossings, and wooden bridge decks. That is when we all hit a bridge deck rather hard, with varying results. Stephen's sway bar popped right out of the mounting brackets. Some zap straps was the temporary fix until getting home and researching the permanent fix. Like all of his work, he researched several options, and hopefully came up with the best one. Other than that the car performed beautifully, with no rain to test how water tight it was. I would also like to thank Stephen for stepping up to take on the difficult job of being our new editor. **Also a big THANK YOU to Jonathan for the great job he did.**



Greg Winterbottom



On the left is the destroyed mounting bracket from Revington TR and on the right the Goodparts mounting bracket. I had an extra pair of the old brackets and used them for now. Will install the beefier new one this winter.

TR3 Fan Upgrade by Bryan Wicks

My TR3 has run hotter than what I like ever since I got the car in 1985. I replaced the rad eliminating the crank hole in the mid 1990s and that helped a bit but I felt it was still running too hot. The problem has always been during bad traffic, crawling along with not enough air getting through the rad. Speed up and the temperature drops and all is fine.

After a drive to Horseshoe Bay a week before the ATDI, and getting stuck in traffic on the Upper Levels resulting in two pull-overs to let the car cool down, a friend who is rebuilding a TR2 suggested I use his new plastic multi blade fan and if I liked it I could just buy him a new one. Sounds easy, right...

The problem with a TR2, TR3 or TR3A is that one can replace a metal 4 blade fan with the same type of fan easily because they are pretty narrow (see photos) and the narrowness is part of the reason for the poor air flow at low engine speeds. The difficulty is that the nose of the crank is only about 1" from the inside surface of the rad. Whilst this allows flat steel fans to be removed and replaced easily, proven out when my original fan spat off a single blade and I replaced it, I quickly found there just is not enough of a gap to put a wider fan like the eight blade plastic one in place. So now the fun begins. To get access to install a new blade the whole front of the car has to come off. This includes the front bumper assembly, the front clip, disconnect all the wiring then drain and remove the rad.

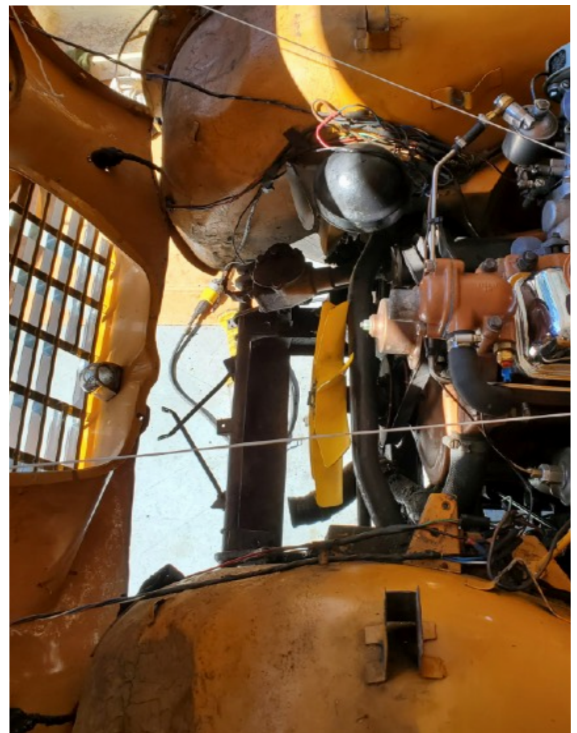
Taking things apart is easy. I found the plastic fan was just too close to the front cross member so I made up a spacer to move the fan away and if you look at the assembled fan and rad you can see the fan is pretty much in the middle of the gap. Back together went all of the big metal things, which I managed to do on my own with minimal



swearing and laughing at my self for bits of stupidity.

Now here starts the problem which prevented me from making the ATDI. I hooked up all the wiring matching up the colours as one does and then turned everything on. Some items came on but most of the lights on the front just didn't work. I then recalled that when the car was my daily driver in New Zealand I had an electrical issue with something in the front and took the car

to a specialist cause I was in one of my seven days a week work schemes and had no time to deal with it. He fixed the problem but was ticked off and told me not to look at the wire colours because in order for things to work he had different colours mated to non-similar colours. He speculated the main harness might be for a TR4 and the front clip wires for something else. Great. So after a full morning of beating myself up trying to make things work I called a friend to help me sort things out. By about 5:00 that evening we had all of the front lights working, some of the red wires were now attached to green/white wires and other red wires going to blue/yellow wires, plus brown wires going to a tan wire. And then we couldn't get the rear running lights to work or the brake lights. Now we initially thought we had done something weird at the front of the car. This was now occurring Thursday evening with my intentions of driving to Vernon the next morning for the ATDI. I needed to go to the bank, eat something cause I hadn't eaten all day, pack and road test the car with its new fan to make sure everything was good. Now the one advantage of getting old is one becomes semi-wise, and should know when to just say, "that's enough". And that is why I turned up to the ATDI in my air conditioned, quiet, reliable Scion coupe. This was the first time since 1986 that I went to a car event in something other than a classic car. And the problem with the rear lights, nothing at all to do with the front wiring. The right rear tail light which is also a junction for the left side decided to throw a fit and give an intermittent connection. It did take a bit of continuity checking to determine this but the problem was found and I'm hoping fixed. And, and, for those of you who have a sharp eye there is an anomaly now with the new fan system. Let me know when you figure it out... Cheers: Bryan TR3



Spare Parts & Road Tested Delicacies

Misc. Rambling Thoughts by Stephen Pallavicini

I recently read an article about the intrepid owners of LBCs and how they apprehensively insert the ignition key to fire up their classic cars and bravely drive out on the road always hoping that something will not break and leave them stranded. That is the reality you must consider when you sign up for this hobby.

So are we risk takers or are we just foolish dreamers. Probably we are both. In some cases we also have to have deep pockets. With the Roadster Factory fire and the consolidation between Rimmer and Moss less competition will mean more expensive parts and less access to specialist components and upgrade kits.



Charles' hand brake.

LBC drivers also have to be fearless. Why? We drive on the same roads with gigantic Cadillac Escalades and enormous RAM 3500s, a one-ton capacity behemoth. Our cars were built for the most part before the impact of Ralph Nader's crusade on auto safety. His book *Unsafe at Any Speed* revolutionized auto safety and brought in much needed regulations with the creation of the US Department of Transportation. Our cars would undoubtedly lose out on a one on one with these massive beasts.

This brings me to the lengths we take to equip our cars with spares and tools before any cross country travel, or for that matter even for a quick trip to the grocery store. Even a cursory look into many of the trunks of Triumph participants at Vernon shows how prepared we all are. For example, a TR6 Triumph owner, Jon Korbin, submitted a long list in the Winter 2023 edition of 6_Pack.

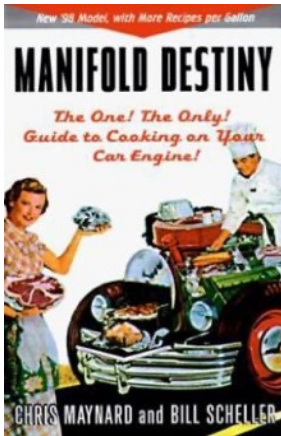
spare coil/ spark plug wires	3 fan belts	2 dual filament bulbs/ electrical wire	brake light switch	backup electric module	fuel pump & gasket	fuel pump kit	oil pressure valve
oil pressure switch	rad cap	thermostat/ gasket	float bowl (SU)	2 sets front wheel bearings	2 throttle return springs	zip ties	coil of safety wire
set of rad hoses	assorted nuts washers small bolts	repair kit rear brakes	repair kit master cylinder/brake fluid	spare jet for SUs	fue line & fuell filter	tire plug kit	2 U-joints
alternator	water pump and gasket	20/50 engine oil	carb synchronizer	breaker bar	torque wrench	small compressor	tire pressure guage
small multi- meter	hand cleaner	tube of gasket maker	wheel bearing grease	`butane soldering iron/solder	test light	plumbers & electrical tape	cleaning/ polishing supplies
wrenches/ sockets in usual sizes	3/8"/1/4" drives	short/long extensions	screwdrivers	wire cutters/ pliers	feeler gauges		

Besides the obvious spare spark plugs, points, condenser, rotor and distributor cap, he fills his trunk with a comprehensive list of parts and tools. For some it may be overkill, and for others just a start. I might have added a water pump to the list as I remember travelling in my TR6 back in 1969 and blowing the water pump in Upper New York State.

Spare Parts & Road Tested Delicacies

However, what this preparation highlights though is that our cars are not Toyotas, Kias or Hondas; we do breakdowns. Just ask Brian Paulson or for that matter Charlie.

Now, what did the author of that list forget to include. Food! Any trip requires sustenance and not the chip/Dorito variety, but warm healthy home cooked meals done when you are ready to eat and not the usual bland chain restaurant fare. No need for long chow-down stops, there is an option to just go to a rest stop open your hood and voila a hot and tasty meal; chicken wings, Cajun shrimp and for the daredevils among you Pork Tenderloin. You can find all of these scrumptious road tested recipes in *Manifold Destiny* the revised edition to the 1989 bestseller by Chris Maynard and Bill Scheller. While modern engines with large engine shrouds and spaghetti-like plumbing may be quite a challenge to find an appropriate nook to cook the vegetables, our Triumphs were made for this. Check it out. I've mocked out how a six cylinder TR could accommodate a main course with sides. Could be delicious. BTW, the book is fun to read and well written and they point out that of course it is not an exact science. They do have a few obvious caveats:



- never let the food interfere with the engines moving parts
- give the accelerator linkage a wide birth



- avoid yanking wires
- place food with the engine off
- avoid food with lots of liquid

So, the next time you go for a long or really long ride, say 35 miles distance for Cajun shrimp, or 140-200 miles distance for chicken wings (these cooking times are suggested by the authors, but they urge you to experiment) give it a try. Remember use copious amounts of aluminum foil. You don't want to wipe off burnt marinara off your headers. Another option is to try this out during our BC rainy winters, idling your car in the garage, where while being static you would generate more engine heat (I needn't say this, but please open the garage door first). Here is one of their recipes. **Bon Appetit!**

Any-city Chicken Wings (sweet) - Cooking distance: 140-200 miles
Is there a better snack food than buffalo chicken wings? I can't think of one personally. So imagine my delight when I discovered a car-engine recipe. Feel free to swap out ingredients according to how hot/spicy/tangy you like your wings. This is my take on the recipe (the optional ingredients).

Ingredients:

18 chicken wings
1/2 cup ketchup
1 tbsp molasses (optional)
1 cup red wine vinegar
1-2 tsp red pepper flakes
4-6 minced jalapenos
3 cloves garlic
1 tbsp honey (optional)
1 tbsp oregano
1 tsp brown sugar (optional)
Pinch of salt
Fresh black pepper (optional)
Splash of Tabasco Chipotle sauce (optional)
Splash of Worcestershire sauce (optional)
Blend together all of the ingredients (except wings) and pour over

chicken wings. Cover tightly in the fridge for at least 24 hours. Drain wings (save the marinade) and divide into three foil packages. Brush with marinade, then triple-wrap each package tightly and place on medium hot part of the engine. I like my chicken well done so I do the 200 miles, or around 3 1/2 hours.

Good & simple Cajun Shrimp/Crayfish - Cooking distance: 35 miles
I love shrimp, and this is a quick journey. For most, it's an average morning's

commute. What a way to start the day...Cajun Shrimp for breakfast.

Ingredients:

1 pound large shrimp or crayfish tails, in shells.
6 small green hot peppers
2 cloves garlic

1 medium onion, finely chopped

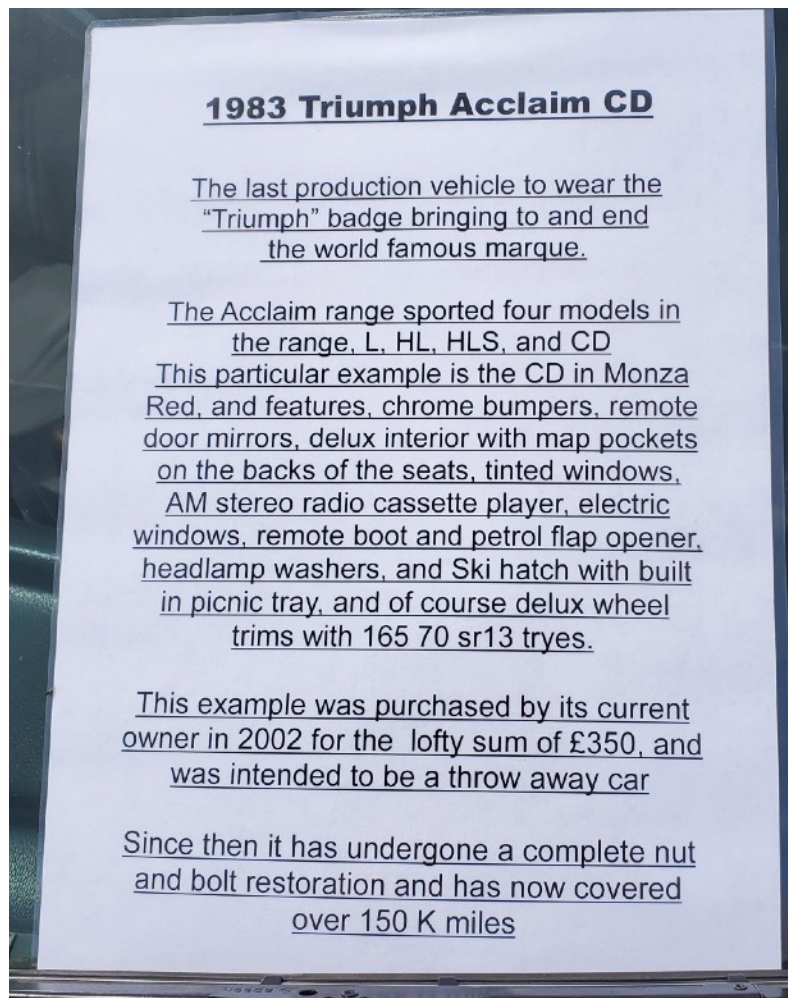
Butter or spread

Salt & pepper

Remove seeds from peppers (ouch, they are hot) and mince with the onion and garlic. Butter your foil, add the shrimp and cover with your spicy mixture. Sprinkle a little salt and pepper, then triple-wrap and place in a medium part of the engine. Delicious, seasoned, spicy shrimp or crayfish await.

The Last Triumph

Yes, this is the last production vehicle to wear the Triumph badge. Bryan Wicks took these pictures during his recent trip to the UK. Over 40 car clubs collaborated to create a weekend festival celebrating all that is great about the UK's car clubs. Brian's report and pictures are showcased on the following pages.



Three Counties Show Ground, Malvern, Worcestershire England 28 - 30 June 2024

I was fortunate enough to go to this event while touring Great Britain this summer. As the name suggests it was a multi make car event hosted by the leading Triumph and MG clubs in the UK. It also attracted the various other car clubs similar to the attendees at VanDusen Botanical Gardens. The show is held over three days all on the same grounds with cars coming and going all over the three days. Some coming for the full time, showing their cars each day. This was the largest gathering of Triumph cars I have ever seen in one show. There were not only attendees from the UK but also from the continent. For people from France, Germany and the Netherlands it can be a simple half day drive to get to this show, if you live not far from the coast. I've tried to just include photos of unique cars, aspects of our car which you don't always see in North America. Highlights included many multi carb arrangement especially in TR6s. Interesting ideas on special tonneau openings, soft top openings, in the Netherlands in the schemes, race and rally cars (original cars), and on and on. There was a lot of items for sale all show ground buildings. I bought a number of special items I needed and collected a few catalogues. I realized there are a lot more companies producing Triumph spares in the UK other than Moss, Rimmer, the Roadster Factory which seem to be our stand by.



Also during this tour of the UK I went to the annual Rolls Royce/Bentley meet at Burghley House and actually was caught on a video shoot of the event. I went with a group to the Classic Motor Hub which is a consignment business and museum for the most exotic classic cars in the UK. As an example they had one of Stirling Moss' formula cars on display, price too expensive to display. I did go and see many more places but not as heavily based on classic cars. If anyone is going to the UK for a tour of classic cars, steam trains, classic and antique planes plus pubs and cool historic towns and buildings and want some hints, just ask. Cheers; Bryan TR3



Inter-Club International Weekend Cont'd





Inter-Club International Weekend Cont'd











Very tired Herald pick-up conversion. Pictures taken by Bryan Wicks

Cars & Coffee Cyprees Mountain July 21



Cars & Coffee Cypress Cont'd



BCTR Current Events

Events Listed Below could be postponed or cancelled without notice

Sept 2024	EVENT	DETAILS	LINK
Sept 7	Car Show Aldergrove	Langley Good Times Cruise-In Swap meet also	Cruise In
Sept 8	BCTR -BBQ	Hosted by Greg & Cheryl	BCTR Home
Set 18	Day Trip Duffy Lake Loop	Charlie is leading a loop trip from Poco thru Fraser Canyon, Lillooet, Duffy, Whistler Squamish.	Contact Charlie directly
Sept 21	Sea to Sky All British Rally	Sea to Sky All British Rally 2024, See link for details.	Rally
Set 28	Car Collection Tour	Tour of Peter Ouimet car collection, depart 11 am from Chevron at 232nd & Hwy 1 RSVP to Dennis popdennis1@gmail.com	
Oct 2024	EVENT	DETAILS	LINK
Oct 18	Annual Harrison Hot Springs Run (weather permitting)	Start Location: Cheron Station 32700 Lougheed Hwy, Mission Meet 10:00 am - Leave 10:30 am No picni Lunch at the Old Settler vClub	BCTR Home
Nov 2024	EVENT	DETAILS	LINK
Nov 3	London to Brighton 2024 29th Commemorative Run organized by the OECC Vancouver Coast Branch	Starting Location: Alyn Edwards Restoration Shop, 25990 - 100th Avenue, Maple Ridge Cost: \$10 per car Registration (Registration fees to be donated to a Surrey Delta Meals on Wheels Meeting Time: 9:30 am First Car Out: 10:30 am Destination: To be determined soon	Old English Car Club

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.

Greg and Frank & The Screeching Clutch

Frank and Casey Van Den Dorpel were long time BCTR members, and both restored award winning TR6s. Casey's was red, and Frank's was blue. Unfortunately Casey passed away too young, and Frank can no longer drive his beloved 6. The upside of this story is that Frank's car will stay in the club, with new member Brian Campbell. Frank was very good with electrical work, so there are lot of extra lights, gauges and switches. The car lately, so there was some drivability, but everything should. Then the the clutch was depressed. I many years, but offered to people know, this is a inside and under the car. get it out OK, and release bearing. Also the broken off. So cut off the new parts, that really aren't notice that the cross shaft had grease fittings added, and were over used. There was grease in the bell housing and a little on the pressure plate. Everything got put back together, and Brian and I are not keen to do another clutch job anytime soon. Hopefully he has some carefree motoring ahead, before the next learning experience.



Greg Winterbottom





BC Triumph Registry Monthly Meeting September 11 2024 Minutes

President's Report	Charlie Dooley called this meeting to order at 6:45pm. There were 13 members in attendance via zoom and in person. This meeting was in our new venue at Clayton Community Centre
Minutes	June 14 2024 minutes were accepted by Charlie and Andy; all in favour July and August meeting were "drives".
Treasurer's Report	Lyle is vacationing in the UK, but advised that the ATDI was successful. Both Jerry and Charlie thanked the organizing committee for a great job.
Editor's Report	Stephen indicated that the Newsletter is underway. Again a request for articles and photographs.
Regalia	On website with minimal supply
Membership	There are 99 paid up members for this year. Andy indicated that there may be one more soon. Please submit photographs for the upcoming calendar. Stephen will try his hand at this task. Thanks in advance.
Correspondence	Jerry was present and all information have been sent along to the appropriate people.
Past Events	Lee attend ABFM in Portland which was great but very hot. ATDI 2024 in Vernon was very good. There were 80 cars and the banquet was enjoyable. Greg made plaques for the sponsors; Andy hand delivered mine in person. Well done. Greg and Cheryl hosted a BBQ and around 40 people attended.
Future Events Please refer to BCTR web site often.	- Cars and Coffee at Cyprus Mountain September 21. and Silk Cat. - Dennis is organizing a drive from Langley to Merritt to have a tour of Peter's classic cars. This is an invitation from LAMB - Harrison Run tentatively scheduled for October 18th by Ken
New Business	- Charlie got another TR8 - Professional polishing was discussed.
Technical	- Ron described his oil leak while on the Boy's run. He thanked Lee and Lionel for their assistance with an engine rebuild, new clutch, fuel pump, etc. along with installation. - Just a note Jerry drove home from Vancouver Island with a failed alternator; relied on battery
Video & internet	Zoom and AV were excellent tonight in the new venue. All are encouraged to attend if you have been frustrated by them in the past as to quality.

Meeting adjourned. **NEXT Meeting: October 9th**

Club Minutes



BC Triumph Registry Monthly Meeting June 14, 2024 Minutes

President's Report	Charlie Dooley called this meeting to order at 7:50 pm. There were 15 members in attendance via zoom and in person.
Minutes	May 2024 minutes were accepted by Richard and Andy; all in favour
Treasurer's Report	- Lyle indicated that money is coming into the account and much of this is for the ATDI 56 attendees have paid
Editor's Report	Bryan indicated News Letter coming soon
Regalia	On website. Orders by June 15
Membership	There are 95 paid up members for this year according to Andy. Ron (TR2500, Malcolm (TR4 1966) and Matt (Tr6) were introduced
Correspondence	Jerry was present but poor AV
Past Events	Boys Run was very successful with 12 cars. Around 1800 km. Ron's TR4A lost oil and had return early Van Dusen featured marks were Tigers and Triumphs. There were over 70 TR and the club did well in prices. Roger was thanked for hosting the post ABFM BBQ
Future Events Please refer to BCTR web site often.	- Cars and Coffee this Sunday. Many events this weekend for father's day. - ATDI in Vernon is well organized. Friday will have a BBQ, Car show on Saturday followed by banquet in the evening - Father's day at Cyprus Mountain
New Business	None this evening
Technical	- Charlie fixed O ring, so stopped oil leak - Frank had some questions for TR6 front suspension. Bryan has a press which is lending for this fix - Malcolm spoke of TR4 generator; there were a few comments
Video & internet	None this evening

Meeting adjourned at 8:35 PM.

New Venue for Club Meetings

Our regular monthly meeting locale has been bumped from the Cloverdale Recreation Center....we lost our spot to several community programs (yoga and guitar lessons) that take precedence.

Our new meeting spot, still on the second Wednesday of each month will be at the Clayton Community Center, 7155 187a St, Surrey. Room MP106. AND note our new time 6:45-8:45 pm. The parking lot gates close at 9 so we have lots of incentive to be done on time.

To get there take 72 ave westbound from 200th St, or take 188th St north from Fraser Hwy to 72nd and then turn left. The hall is just a stone's throw west of 188th off 72nd.

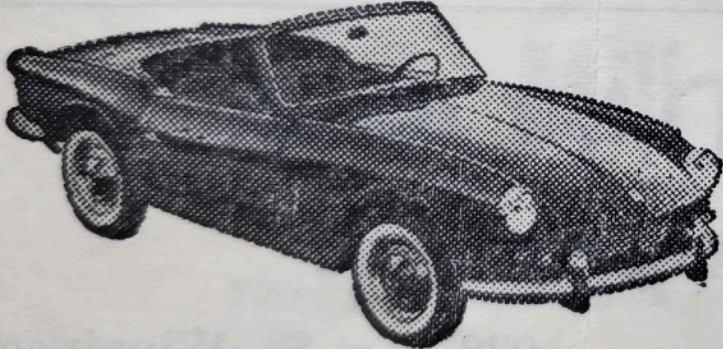
People that make BCTriumph Registry Tick.....



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	
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TR7/8	Charlie Dooley	cdooley@telus.net
Spitfire and GT6	Barry Puffer	bpuffer1@shaw.ca
Triumph Other	Lee Cunningham	I_cunnin@hotmail.com



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