



TRIUMPH HERITAGE



April 2025

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DRIVE YOUR TRIUMPH DAY
February 10, 2025

BCTR Presidents Report – April 2025

Fellow Triumph Enthusiasts,

Part of the reason I got into Triumphs is related to the previous owner of my car. So here is the story behind me getting this car. The TR4 was shipped from Coventry to Southern California and spent the next 30 years in the San Diego area. Len Drake then brought the car into B.C. in the early 90s. Scott Drake would tell me his dad and he would import cars from US Southwest primarily as the body's were in great condition. The TR4 was still wearing its original Signal Red paint when brought into BC. Frank DiCarlo from Comox then acquired the car, it lived in his garage for the next 20 years.



Frank's cars

Frank's wife had passed away so British sports cars became his passion. He would own Triumphs, MGs, Morgans and Nashes amongst others. I believe his collection got as high as 14 cars. He sold the family home and bought a new place with a two car attached garage and second 6 car garage with a lift. As he got older the collection was slowly paired back. (Continued on next page)

By the time I met him he had the TR4, an MGA and 2 Nash Metropolitans. I drove up island to look at the MGA, we met had a little talk and he gave me the keys and said take it for a drive. Char and I went for a half hour drive, came back walked past the TR4 in the attached garage and had a long talk with Frank.

From our talk it appeared the TR4 was his favourite, interesting. He would take it in parades with his granddaughters in the back. The Triumph took him on visits to his family in Texas and California.



Frank driving TR4 with Granddaughters at parade

The fact he would take the car on long trips was intriguing, so he gives me the keys and off we go for another drive. The Triumph was set up for driving and nicely handled the back roads around Comox; sold! (Continued on next page)

So that is how I became a Triumph owner. One of my businesses is located on Triumph Street so maybe it was meant to be. Frank was a Chemical Engineer and I was a research Chemist (for a little while) another interesting coincidence.



Frank with Abby and Brad

I stayed in touch with Frank until about a year ago when I lost contact. He would give me little tips about the car during our calls. In one call he told me he had a family of 4 from Ukraine living with him. The wife asked how she would get to the grocery store, he lived about 10 km from Comox, Frank said he would drive. Last I heard he was selling the house. He gave away all his car parts and tools by donations with all the money going to the Red Cross. A real gentleman and a great taste in cars!

See you on the roads, Roger

A big welcome to new member Tom Martin from Kelowna. He has a '75 TR6 and a pair of TR8s, one a drop head and one a fixed head.



TR5 Fuel Injection Headache

Last October, after letting my TR5 sit unused for rather too long, I realized that I needed to get it moving again before the bad weather came and prevented me from running it for another 5 months or so. Unfortunately, as luck would have it, I found myself completely unable to get the engine started. It turned over just fine, coughed a few times but then nothing. I let it sit for a day and tried again...same result (surprise surprise!). Having had some minor problems before with the injectors not functioning properly, I felt fairly confident it was just a small problem and that I would soon have it going again soon. Fate had other plans.

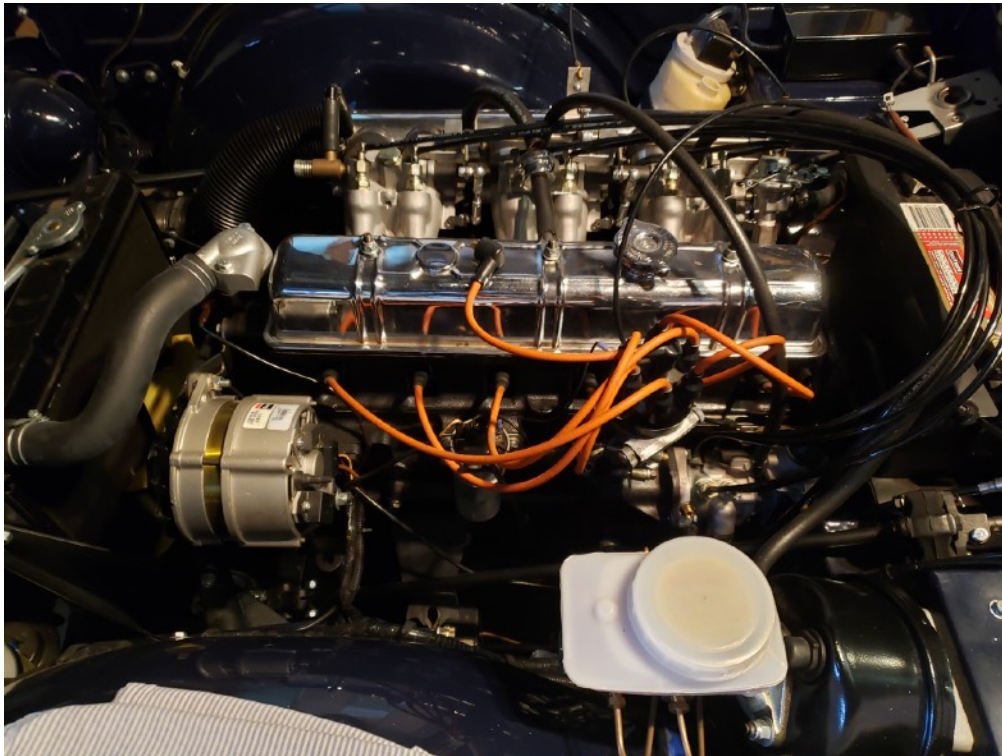


Figure 1: Engine showing Fuel Metering Unit

Firstly I checked for a spark and yes there was a good strong spark. Then checked for fuel at the injectors and there was not much happening there so I tried to clear them by gently tugging on the end pin. That had no effect other than to squirt a small amount of gas in my eye (not recommended) from the residual pressure in the injector line. My suspicion now was that one of the two fuel filters had become blocked so I started looking for a replacements. I called Lee Cunningham to discuss the problem with

him as I knew he had had a lot of experience with this system. We went over all the symptoms and he suggested that I should do more investigation before starting to change out components. (Continued on next page)

One possible cause Lee mentioned, that I had not considered, was a broken plastic drive dog between the distributor pedestal and the fuel metering unit. I set about splitting the joint between the two units, a frustratingly tricky procedure because the bottom bolt is almost completely blind and the others are restricted by the injector pipe outlets. After much cursing I finally managed to cracked it open only to find that the dog was intact..... no luck there. I was a bit disappointed because it would have been a relatively quick fix. On the other hand, the little piece of plastic was selling for a ridiculous sum of £80 so not that disappointed really.

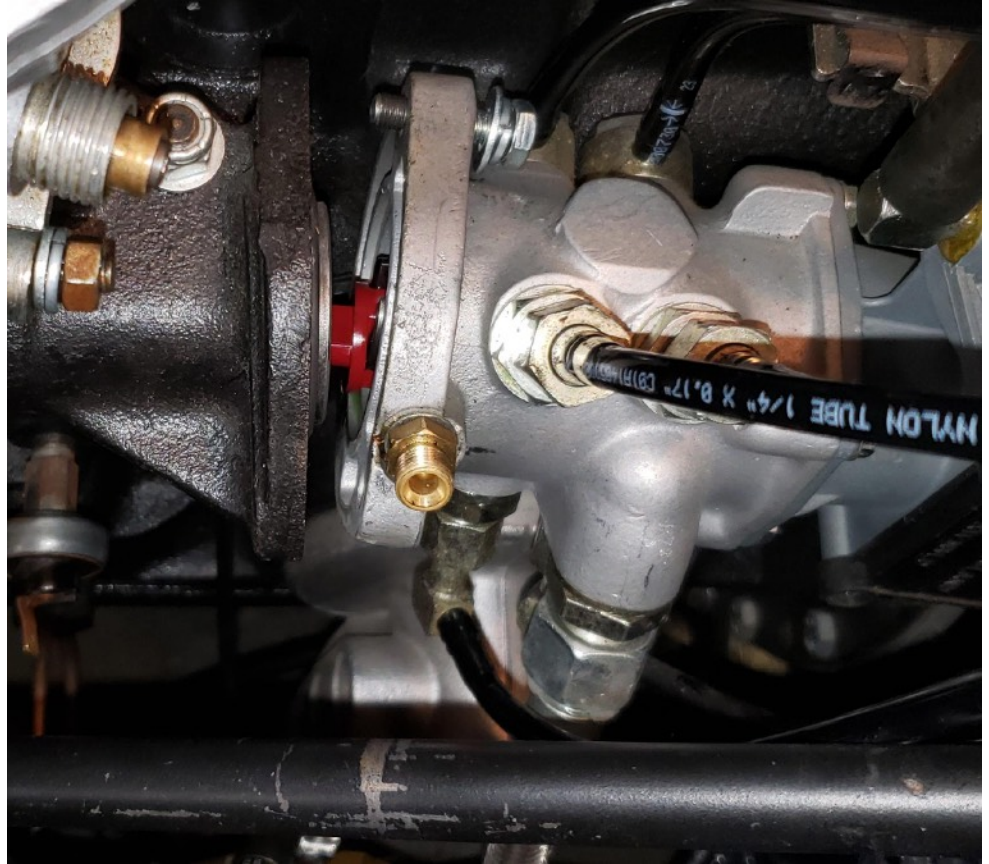


Figure 2: Fuel Metering Unit split from distributor showing red drive dog

I started tracing the fuel delivery to find out where I had flow and pressure. I disconnected the union at the pressure relief valve downstream of the both filters and the pump and the was able to confirm fuel flow there. I didn't have a pressure gauge but did a rough flow measurement and it looked to be in the ballpark so on to the next one. I cracked the union at the fuel metering unit, again there seemed to be good pressure and flow there but any kind of fuel flow measurement was simply not possible at that location due to the restricted space. But still no luck getting fuel to the injectors.

Lee very kindly offered to come and bring his fuel pressure gauge to make sure that the pump and filters were working correctly. This was very valuable as it confirmed the correct fuel pressure up to the fuel metering unit and basically meant that the problem was in the FMU. While it was good to get the diagnosis it was quite disappointing as I had had it rebuilt in the UK a few years prior and was not expecting to experience problems with the unit so soon after. Lee was less perturbed and told me that if I removed the unit and brought it to his workshop he would check it out and see if there was anything that he could fix. (Cont'd)

It is worth noting that back when the TR5 and TR6 were being produced the FMUs were not designed as a user serviceable components, so having someone like Lee capable of doing this was an enormous help. When I had removed it a few days later and taken it to his shop, Lee started to strip the unit and the first sign of the real problem became apparent fairly quickly. The shuttle that meters the fuel was stuck in the centre sleeve and would not slip out as intended. Lee contacted the rep for the company in the UK that refurbished it (whom he knew well) and discussed the problem. As a result he was able to get the shuttle out and discovered that it had a very fine coating of rust. This was the real problem as the tolerances on this item are a fraction of a thou. The stuck shuttle was preventing fuel from passing through to the injectors. He was able to remove the rust with the careful use of very fine abrasives. He also treated the inside of the sleeve to make sure any possible rust contamination was removed and allow the shuttle slide freely within the unit.

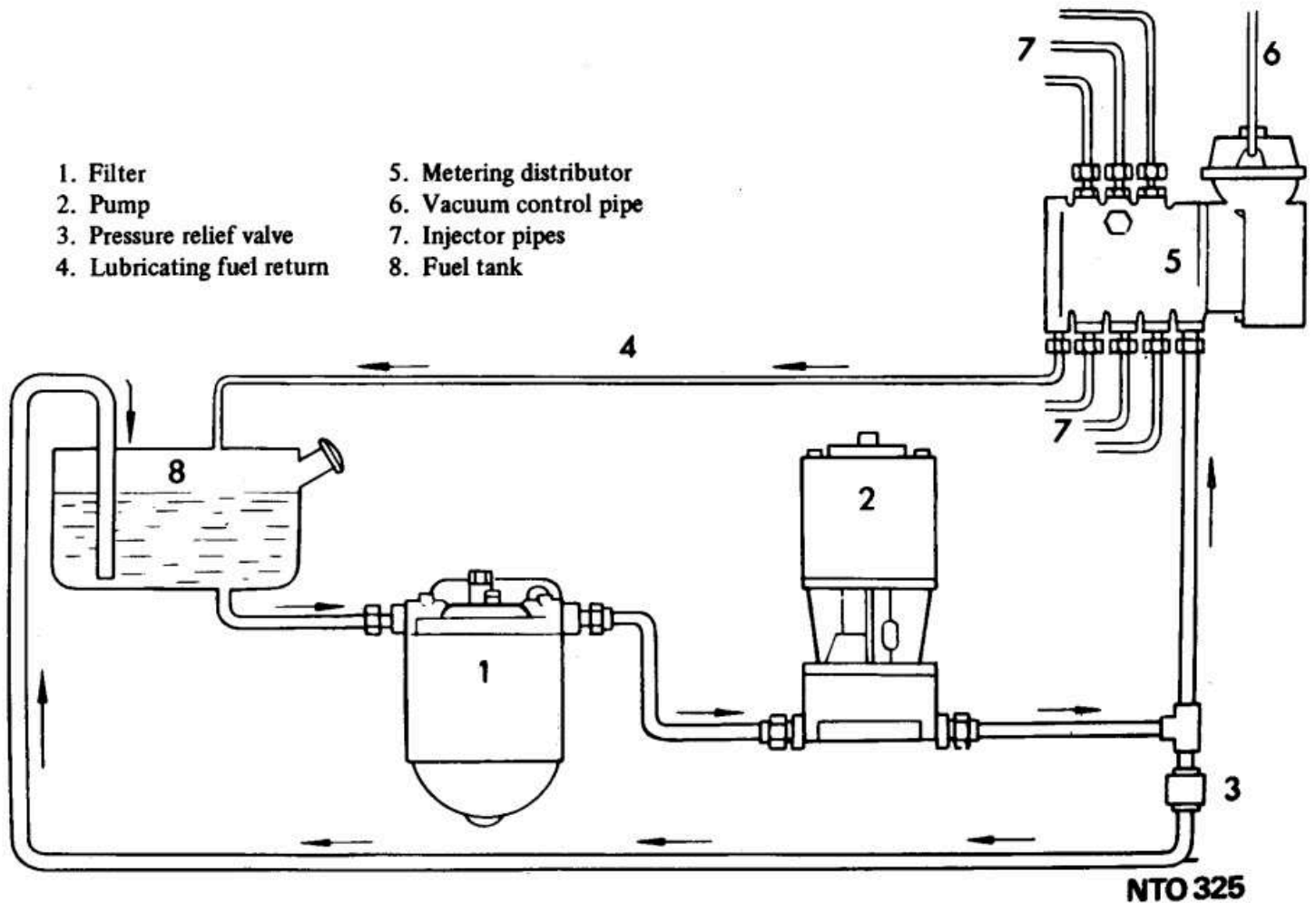


Figure 3: Rusted shuttle and end stop

Lee brought the unit back a couple of days later and we reinstalled it along with the associated equipment. With a little gentle coaxing the engine soon fired up again. After a short warm up period the engine was running smoothly again and it sounded pretty good. I am very grateful to Lee for his advice and expertise with this unit. He is probably one of a very few people in the country, or North America for that matter, capable of diagnosing and fixing Lucas petrol injection units.

This is the first time I have had this kind of problem with the TR5 engine in the over forty years that I have owned it. It gave me a well deserved kick to remind me not to let the car sit. I know the car is best maintained if it is driven and I intend to do that more diligently from now on. One more piece of advice that Lee offered was to use an upper cylinder lubricant in the gas. As well as lubricating the injector components, cylinder liners and rings it will help lubricate the moving parts in the FMU and help to prevent anything similar happening again. (Continued on next page)

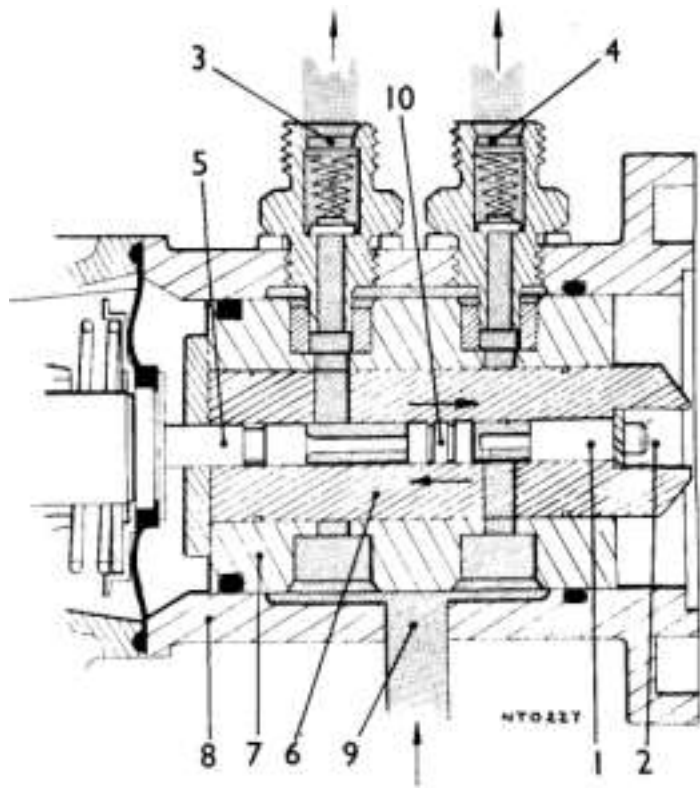
This a schematic of the Lucas fuel injection system as originally installed in the



TR5 and TR6. My system has been slightly modified with the original Lucas fuel pump being replaced by a Bosch unit and the single pre-filter being replaced by a different pre-filter and a filter immediately following the pump. The pressure relief valve has also be replaced by a modern more reliable one.

(Continued on next page)

1. Fixed stop
2. Rotor drive
3. Outlet to No. 1 injector
4. Outlet to No. 2 injector
5. Variable control stop
6. Rotor
7. Sleeve
8. Body
9. Fuel inlet from pump
10. Shuttle



This is a section through the distribution section of the Lucas Fuel Metering Unit. The shuttle and end stops with meter the fuel can be seen in the centre of the rotor. The rotor distributes the fuel to each of the injectors in turn. The electrical distributor is not shown but would be to the immediate right and the two parts are connected by a red plastic drive dog which would mate with the rotor where the number 2 arrow is pointing.

Jonathan Clegg TR5



Collector Classics: 1962 Triumph TR4

Father and son classic British sports car restoration project took 16 years to complete

Author of the article:

Alyn Edwards

Published in *Driving* Dec 06, 2024



Gary and Matt Gruchey congratulating each other on the completion of their father and son restoration project. PHOTOS BY ALYN EDWARDS

Editor Note: Mr. Edwards gave the Club permission to republish his article.

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The idea of restoring a vintage British sports car with his 16-year-old son seemed like a good idea in 2008. Gary Gruchey knew all about working on cars. He has rebuilt thousands of automatic transmissions while working at Vancouver-area General Motors dealerships over the past 35 years

“I wanted to buy a project that Matt would be interested in and would be timeless – a car with classic looks that will hold its value,” he says reflectively. But sight unseen is not always the best way to buy a classic car. “We were shocked when we saw it,” Gary says.

He had sent \$4,000 to a dealer in Kelowna for a 1962 Triumph TR4. It was one of 40,000 two-seat Triumph sports cars built in a five-year run starting in 1961 and ending in 1965. The vast majority were built for export to the United States. According to the factory heritage certificate, the car was delivered in black with a red interior to Los Angeles and was purchased by the Canadian dealer out of Oregon. It was in very sad shape: derelict and rusty.



The striking red interior is a feature of the restored 1962 Triumph TR4. PHOTO BY ALYN EDWARDS

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“I knew nothing about British sports cars. I’m a GM guy. We pretty much had to take it as we had already sent the money,” Gary laments. The rusted hulk came home to Vancouver on a rented trailer. Father and son got to work disassembling the car to the bare body and frame. The body went one way and the chassis another for sandblasting. While rust repair and body work got under way, Gary was passing on his mechanical skills to his son by involving him in every aspect of restoration. The frame was sandblasted, painted and reassembled with new suspension components. Matt learned about engines by helping his father rebuild the original four-cylinder power plant including all new bearings, piston rings and valves.

Then life got in the way. Matt went off to attend university in Newfoundland where his father grew up and he had many relatives while Gary took up motorcycling and other pursuits. The restoration project stalled and would sit untouched for more than a decade as Matt graduated with a political science degree and then went to Dalhousie University law school in Nova Scotia.

“My wife kept asking me what I was going to do with the car,” Gary says. “I decided to get it done, went out to the garage and got back to restoring the car.” After Matt returned to Vancouver and took a job at a large law firm handling commercial real estate work, he got back into the project. They got inspiration by attending the All British Field Meet where up to 500 classics are displayed including other Triumph TR4 examples.

Father and son are looking forward to displaying the car at the 2025 All British Field Meet to take place at Vancouver’s VanDusen Botanical Garden next May. But first, Gary, who spent his entire career rebuilding transmissions, will have to fix the four-speed manual transmission in the show-ready 1962 Triumph TR4. “The overdrive doesn’t work so I’ll have to take it apart to find out what’s wrong. Then the restoration will be complete.”

The car took shape in the driveway of the family home in South Surrey. With the exception of body work and paint, Gary and Matt did all the restoration work including the spectacular all red interior. The restoration was finally completed last summer. Gary drove it for the first time to get it safety certified so he could license it in British Columbia. It drove well and passed inspection with flying colours. Matt was able to take his girlfriend for a convertible top-down cruise through White Rock.

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“What’s important to me is I didn’t let my son down. The car got finished,” Gary Gruchey says looking back at the 16-year restoration odyssey.



Gary and Matt Gruchey at the beginning of the Triumph TR4 restoration project that began in 2008. PHOTO BY SUBMITTED

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To find the article in *Driving*, including additional pictures, please go to: [Driving](#)



DYTD

Drive Your Triumph Day



Photo from Rye Livingston

Drive Your Triumph Day, Monday, February 10, 2025 was a success. As in previous years Rye Livingston, the Activities Chairman of the Triumph Travelers Sports Car Club, organized the event and solicited photos from all over the world. He received submissions from New Zealand , Australia, Tasmania , South Africa , Germany , Austria , Switzerland , England, France, Spain, Finland, Belgium, Denmark, UK, Canada, and the USA.

You can see the photos at this link: [DYTD](#). To see the information on a photo select the “i” with a circle around it. In most cases the information will show the owner's name and location.

On the following pages are photos Club members sent to me in addition to submitting them to Rye Livingston. (Continued on next page)



Douglas Bower in his TR6



Mike Robert's TR3 Submitted by Doug Bower



Norm Clarke's TR6



Stephen Pallavicini's TR250



Andy MacLean's TR8



Dan Brien's TR6



Greg Winterbottom's TR8 and TR250



Club Members Endure The Cold Weather On DYTD

Five cars and thirteen members made it out to 2025's Drive Your Triumph Day. One TR4A, one TR250, one TR6 and two TR8's.



We met at the Cineplex parking lot on 200th in Langley. The weather gods were certainly smiling on us as we had bright sunshine and blue skies, however it was a tad on the cool side. The roads were okay although what was on them was certainly on everyone's mind. But we persevered anyway.

Shortly after taking a group photo we reconvened at Jimmy Mac's pub on 96th in Langley, only a quick hop from the Cineplex. Thirteen of us were on hand for that; a number of members elected to not drive their Triumph. Perhaps they were wiser than those of us that did? Only the rust bug knows!

Thanks to everyone that made it out to this event. Hopefully all club members took part by sending their DYTD photo to Rye Livingston. Once he gets all of his submissions up on the website please take a look. Whether you sent in a photo or not, it is interesting to see photos of Triumphs from all over the globe!
Cheers

Andy MacLean



Charlie Dooley greeting DYTD participants.



From bottom left: Fern Dickson, John Hunt, Ken Nicoll, Greg Winterbottom, Stephen Pallavicini, Frank Vandenberg, Ron Hunter, Jerry Goulet, Charlie Dooley. Picture taken by Andy MacLean.



2025's First Cars & Coffee in Coquitlam

Greg Winterbottom was there and took pictures and wrote the following :

The first Cars & Coffee was held on a Spring like March 1st at Pinetree in Coquitlam. It was well attended, with 3 Triumphs, Bruce Scatchard in his TR3, Ron Hunter in a TR4A, and Greg Winterbottom in a TR8 that wasn't leaking fluids! Only a handful of British cars, 2 Minis, one with a Honda engine, and a nice supercharged MGBGT. A good start to the season.



Greg Winterbottom and his TR8



Ron Hunter and his TR4A



Mini



Bruce Scathard and his TR3



And Now For Something Completely Different - Model Trains

On March 8, I attended the OECC - Vancouver Coast Branch organized a model railroad tour at the home of Mike Chandler in New Westminster for a view at the intricate hobby of model railroading.

Mike Chandler is among the hobby's elite. He was awarded Master Model Railroader by the National Model Railroad Association in 2013, a designation that has been given to around 700 people since the Master Railroader program started in 1960

Stephen



Mike Chandler

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Club Members Tour Lee Cunningham' Workshop

On Saturday March 29th, Lee invited club members to tour his workshop in Chilliwack. It was raining in Vancouver, but it was a sunny and warm day when we arrived at Lee's.



Lee and Frank Vandenberg and Bruce Scatchard



Lee and club members



Lee wielding Thor!

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From left, Barrie Puffer, Lee holding Poor Bugger Award, Jerry Goulet, Adrian Moore



Roger Levens presenting Lee a Plaque for hosting event



Club members in front of Lee's garage



Events Listed Below may be postponed or cancelled without notice

APRIL 2025	EVENT	DETAILS	LINK
April 26	Rally, Mt. Vernon's WalMart	Tulip Rallye, 42nd running hosted by MG Car Club	<u>Tulip</u>
MAY 2025	EVENT	DETAILS	LINK
May 3	ABFM, Sunshine Coast Sechelt	All British Field Meet - 4th Annual Commencing at Noon	<u>Sunshine ABFM</u>
May 4	Car Show, Summerhill Pyramid Winery Kelowna	British Cars at Summerhill car show Registration cutoff date is April 25 2025	<u>Summer hill</u>
May 17	ABFM VanDusen Gardens Va.	All British Field Meet	<u>Wester Driver</u>
May 17	BCTR - BBQ TBA	Post ABFM BBQ Hosted by members of BTR	<u>BCTR Home</u>
JUNE 2025	EVENT	DETAILS	LINK
June 4-7	Barlow Boy's Run	Annual BCTR Run	<u>BCTR Home</u>
June 8	FVCCS Car Show Chilliwack	Fraser Valley Car Show	<u>FVCCS</u>
July 2025	EVENT	DETAILS	LINK
July 7-8	BCTR Couples' Run Coast Mountain Circular route	TBA	<u>BCTR Home</u>

Events Listed Below may be postponed or cancelled without notice-1

SEPT 2025	EVENT	DETAILS	LINK
September 10	BCTR Evening Meeting Run	TBA	<u>BCTR Home</u>
Sept 11 -14	ATDI 2025 Port Angeles, WA	All Triumph Drive In Hosted by TYEE Registration opens TBA	<u>ATDI</u>
Oct 2025	EVENT	DETAILS	LINK
October 18	Harrison Hot Springs Run	Start location: Chevron Station 32700 Lougheed Hwy, Mission. Meet: 10:00 am - Leave: 10:30 am Picnic at Green Point.	<u>BCTR Home</u>
January 2026	EVENT	DETAILS	LINK
TBA	Annual Banquet	TBA	<u>BCTR Home</u>
February 2026	EVENT	DETAILS	LINK
February 10	Drive Your Triumph Day Anywhere or right here or over there	Take a photo of your Triumph on Feb 10th and email to: <u>driveyourtriumphday@gmail.com</u>	<u>DYTD</u>



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