



TRIUMPH HERITAGE

January 2025

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Message from Charlie Dooley

Hello All,

Well, as some of you know I am no longer president of the club. As of the January AGM, we have elected a new president.

My congratulations to Roger Levens for taking on this very important club role.

Thank you Roger for stepping up for this. It is members like you that keep this club thriving.

As for me, I want to thank all that supported me throughout my four year term. All the assistance has been greatly appreciated. I also wish to thank you all for the privilege of being your president. It has been my honour! Now on to my future role as Past President. And, please do not hesitate to contact me if you feel I can be of help to you.

And with that being said, I will now pass the baton on to Roger.

Roger, Take it away! Sincerely, Charlie Dooley

Message from the President

Fellow Triumph Enthusiasts.

Hi, my name is Roger Levens and I am your new Club President. The rest of the executive have all stayed on to ensure I stay between the guard rails. The contacts for the Executive, Events, Communications and Technical folks are all on the BCTR website and reprinted in this Newsletter.

The Club direction for the upcoming year will be drives, workshops and social events. We are going to add more workshops this year than we have in the previous few years. These events will range from tours of garages, to technical workshops, to getting your hands dirty.

BCTR is also adding a two day drive this summer as a shorter version of the venerable June Boy's Run. The Club calendar will be emailed out shortly so you can plug the BCTR events into your own calendar.

I drive a red 62 TR4 with a surrey top. The car body is all original, the paint job is OK. The previous owner installed an HVDA conversion using a Toyota Celica 5 speed. Other mods include changing to negative earth, electronic ignition, electric fuel pump and electric fan. Since purchasing the Triumph I have rebuilt the front suspension and steering, replaced the entire braking system, and overhauled the non-ignition electrical. The interior panels were replaced and Mazda MX5 seats and seat belts were added. I have also finally acquired left and right door check straps after three years of looking, they will go in shortly.



Since joining the Club I have succumbed to that form of madness peculiar to British car enthusiasts and have purchased a second red 62 TR4 to rebuild. The car is complete and is the same as my first Triumph so the rebuild should be straightforward, said with a straight face. (A detailed article follows in the Newsletter).

So, lets get all those amazing Triumphs ready for the upcoming driving season. I know they put on a smile on my face when I see one on the road and I am sure that it is true for many others. Our first event of the season is Drive Your Triumph Day on February 10.



TR4 Rebuild – The Beginning, by Roger Levens

I have always wanted to rebuild a car. Having the red TR4 allowed me the luxury of rebuilding one car while still having another car to drive. The why of the rebuild is probably a combination of learning new skills, acquiring parts, building a car from its pieces and the satisfaction of doing it. Will I do this again, ask me in three years.

The rebuild was going to be a roadster. I found the '62 TR4 tucked away in a garage in North Surrey. The previous owner had it on the road 20 years ago as evidenced by a passed AirCare. At some point in the next couple of years he had decided to do a rebuild. Parts were ordered, many were still in the boxes including all the exterior chrome pieces. New rockers had been installed and patches were done to the B posts. Body fill had been applied to various parts of the TR4 and the project ground to a halt. The car was complete including many new parts that would have to be ordered anyway. Bonuses included a recored radiator, good condition fuel tank, Panasport wheels and new leather seats. A deal was made and I was the new owner of two TR4s.

On an overcast November 3, I pulled the red TR4 out of the garage and headed to Maple Ridge. Old English Car Club was hosting the annual London to Brighton commemorative run in my old stomping grounds. After spending a great morning running through the North East side of the Fraser Valley I returned home and then headed to Surrey. The TR4 needed a tire pumped up and panels lashed to the body.



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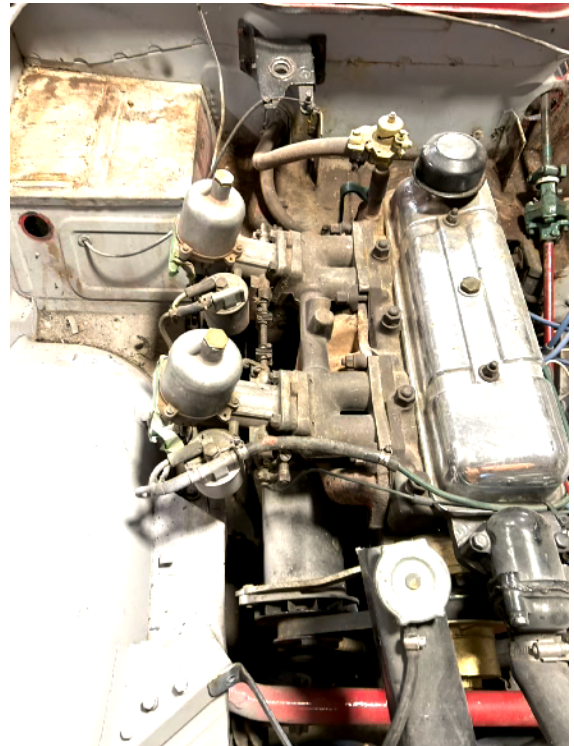


The loose parts filled the Mazda. The TR4 was then rolled out of the garage and saw daylight for the first time in nearly twenty years.

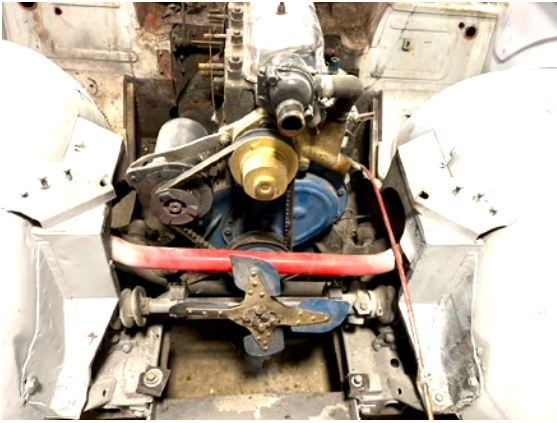
The Triumph was unloaded into my garage in East Burnaby. CT12936 joined CT16420. I believe they were built about four months apart in England. The next day a wind storm whipped through East Burnaby and my 60 year old Cedar blew down.



Fortunately the wind sent the tree East and onto the front lawn and not West and onto a garage containing two Triumphs.



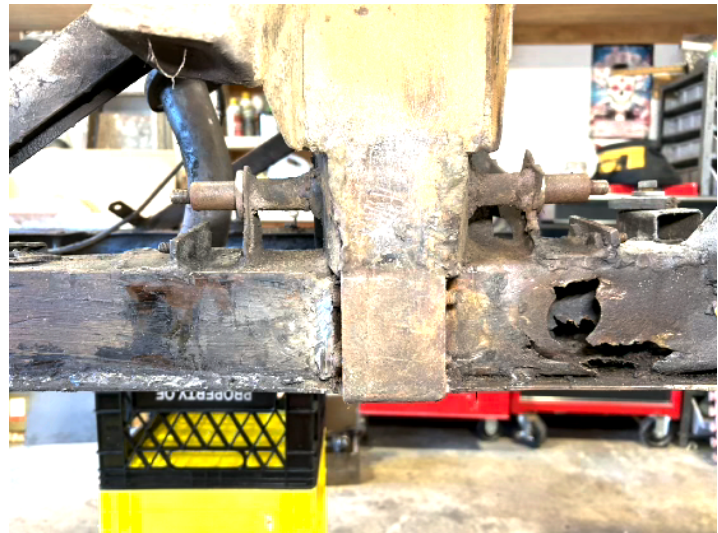
The next step was to strip down the body. First to come out was the wiring loom, surprisingly still in reasonable condition. The car is still wired positive earth and had a rebuilt generator. Next out was the gauges and the dash. The car had the metal dash of the earlier TR4s including the glove box and hard to find hinges. One of the few non-original items was a TR4A dashboard support; it will be replaced. Then the few pieces of the interior remaining were removed. A second heater box was also included with the purchase, hopefully one has no leaks. The radiator came out next, it was full of coolant and had no sludge when rinsed out. **Continued on next page**



Brake and clutch master cylinders and hydraulic lines in engine bay were removed. Various other pieces were removed from the engine bay



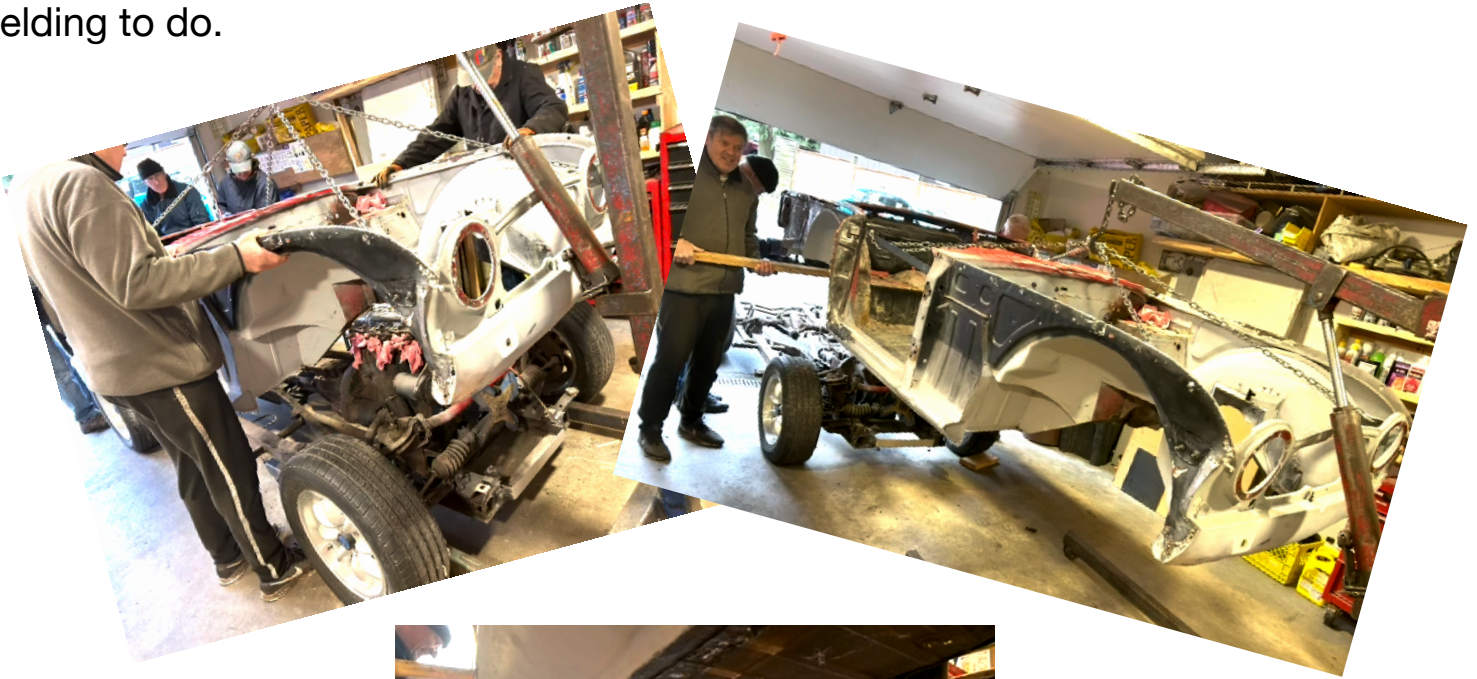
including horns, carburetors and the upper part of the steering column. Up to this point all screws and bolts had come out, with only a few requiring penetrating oil and muscle. The body looked pretty good at first glance. A coat of primer covered everything with lots of overspray. The right side of the body was nicely aligned while the left side had an alignment issue around the door. The next step was to remove the body panels.



The bonnet was already off and in excellent condition. The trunk and doors came off easily and were also in excellent condition. The front fenders came out easily, one was a replacement while the other had a good patch at the bottom. The A pillars had no rust and the front and rear valances were near perfect. But this is a 62 year old Triumph and there were problems. The rear quarters looked good but will require patching where they mate to the body. The rear deck where it met the rear quarters will also need patching.

Continued on next page

Now onto the bad, The trunk floor was gone having been replaced by thin sheet metal, a new trunk pan is required. The floor pans are patched and will have to be redone. The B pillars will also need to be replaced. So, a fair bit of welding to do.



With the car stripped the body, engine and removed. On the braces were welded openings. On the day further brace was two B pillars. A good



it was time for transmission to be advice of Club members across the door the body was removed a bolted in between the idea considering the condition of the B posts.



Brackets were fabricated and bolted to the front bonnet latch holes. Chains were run from the front brackets to braces by the B posts. The big engine hoist then started the lift. A bolt on the floor pan still needed to be removed along with the fuel line that was cut off spilling the last dregs of fuel. With everything disconnected the body came right off. With Club members on each corner the car was lifted the last foot to rest on a stand. The stand was 54" off the ground which left 50" underneath, plenty of room to fit another TR4.

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The Club registrar kept us on task, next pulling the engine and the transmission. They were pulled out together, a much easier job to do with the body off. Removing the transmission revealed a clutch disc and pressure plate with minimal wear. Char prepared a nice lunch for everyone and the project was complete. A power wash of the chassis after everyone left finished off the day.



With a cleaner chassis the front suspension, brake components and steering rack were removed. Next was the rear suspension, differential, rear axle and brake components. Finally, the exhaust, fuel, brake lines and parking brake were taken out.

The frame looked to be in good condition, especially aft of the front turrets. Additional metal was welded to the outside and bottom of the front end of the frame and the right turret area had additional patches. There will be repair work required in this area. I set up the laser and took some initial measurements of the frame. There were no signs of twisting or significant bending.



The plan for the next 3 month is to start cleaning up components and getting needed parts. When the weather starts to warm, the work will begin on repairing the frame. **Continued on next page**



Once the frame is within spec, the body will go back on the frame. The chassis will not be painted or have any suspension components installed. Then the work will begin on the replacing the body panels.

Likely the trunk will be done first leaving the more complicated alignment of the floor pans, B pillars, doors, and quarter panels until the end. Hopefully all the welding can



be done before next winter. It is unlikely that tub and panels will get final paint before year end. I will then work on the engine rebuild including the carburetors next winter. That leaves the 2026 to paint and start putting the car back together. Hopefully the car will be on the road by the summer of 2027 when it turns 65 years old!

I will finish by thanking all who helped with the removal of the body from the chassis and provided me with knowledge and the variety of items needed to date. I definitely will be asking further advice as things progress. This project would be much harder and a lot less enjoyable without all of you. Cheers Roger



BCTR Workshop By Andy MacLean

Photos by Roger Levens and Greg Winterbottom.

On Nov 30, six or so BCTR members joined Roger Levens to help him continue with the disassembly of his “new” 1963 TR4A. Roger recently bought the car with the aim of completely restoring it. It’s nice to see ambition and enthusiasm all in one place!

Upon arrival we found the car ready for final disassembly. Roger had already removed the doors, fenders, boot and bonnet, interior, and dashboard leaving only the tub, motor and transmission attached to the frame. The frame was now a “roller” with only the front and rear suspension with axle assembly still attached. Those would be removed from the frame at some later date.



Roger was ready for the BCTR crew to get to work. The tub was 99% disconnected from the frame, with a support cradle already made and ready. It was nice to see we did not need to wait for this to be fabricated! We used an engine hoist to lift the tub off the frame, and then six of us lifted the tub another 2 feet or so onto the newly constructed cradle.

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It was supposed to weigh only a few hundred pounds but I think it was more. Or we are collectively getting really weak. Perhaps it was a combination of the two!

Once the tub was off and mounted on the cradle we used the engine hoist to pick up the motor and transmission assembly from the frame. Splitting the engine from transmission, and removal of the clutch and flywheel in preparation for mounting in an engine stand was easy.



Once all of this was completed it was nice to see the frame, now more than 60 years old, was in quite good shape. There was no evidence of collision damage, and preliminary inspection showed us the frame looked straight and it sat level on the floor. All good!

As a testament to Roger's preparedness, all of this work was done in slightly more than two hours! And then Roger and wife Charlene treated us to a very nice lunch!

This little event was good fun for those us participating. It's always easy to take things apart; unfortunately it's tougher to put it all back together again. But with Roger being so well organized he looks up to the task. And all he has to do is ask fellow BCTR members for help when the time comes. And if any other BCTR members have similar projects in mind, shout out for help. I am sure you'll get it!

Cheers, Andy



The Little Rollers That Changed Engines Forever

Kyle Smith. Hagerty 30 December 2024



Hagerty

The design and construction of the engines that power automobiles have evolved by both evolution and revolution over the nearly 140 years since Karl Benz's [Patent-Motorwagen](#) chuffed about the countryside. Benz's single-cylinder required numerous steps just to start. It could only run for so long before requiring at least some amount of fiddling. In comparison, modern engines are comically complex in their operation but wildly simple to maintain. What changed?

Well, lots of things. Material science has progressed leaps and bounds in the last 100+ years, but all the formulations of steel and aluminum in the world would be useless without precise control of an engine's internal systems. That's why so many revolutions in engine design centered on the orientation and actuation of the intake and exhaust valves—together known as the valvetrain. However, the key to a reliable and dependable modern valvetrain boils down to a simple roller.

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The roller in question sits at the tip of the lifter, a key piece that translates the rotational motion of the camshaft into the linear motion of the pushrod, which acts on the rocker arm to open the valve. Spring pressure keeps the valves closed and, as engines have adopted higher and higher redlines, spring pressures have increased to better control the valves and ensure proper cycling of fuel and air. (Yes, I know desmodromic valve trains exist, but they are relatively uncommon compared to traditional spring closures.)



That additional spring pressure has turned out to be the root of some interesting automotive developments. As these spring pressures were increasing, governments began to mandate emissions equipment.

The addition of catalytic converters, and other tailpipe-emissions monitors and cleanup efforts, conspired to take certain additives out of regular engine oils. The main additives that got removed belonged to a family of compounds (zinc dialkyldithiophosphates, or ZDDP) that are critical to cushioning the connection between the lifter and the camshaft. Jason Fenske of Engineering Explained recently covered the topic in-depth, and his YouTube video is worth watching.

Lifters have a slight dish on the face that rides on the cam, but to the naked eye they look flat—hence the name. Without proper lubrication between the cam and lifter, those flat tappet lifters would either be eaten away by the cam, or the lifter would wear away the camshaft. Either way, not good.

While ZDDP was common in oils, flat-tappet lifters worked great for decades, but when those zinc compounds were removed, and as spring pressure increased and camshaft profiles grew more aggressive, damage to the lifter or camshaft became significantly more common.

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Replacing the flat tappet lifter with one that incorporated a roller that rode on the camshaft solved many problems and eliminated the need to change your oil formula. These simple rollers changed the game and even opened the door to more performance. Since the reduction in friction lowered the risk of wiping material from the lifter or camshaft, the profile of the camshaft lobe could be altered in ways previously unimaginable. Higher lift with a more aggressive ramp than ever was not an issue, since the roller rotated with the cam. No additives were needed, so the emissions systems functioned as intended and maintenance intervals could stretch ever so slightly.



On the left is a flat tappet cam, while on the right is a roller lifter cam. Notice the difference in lobe shape.

Friction is the enemy of an engine. Friction takes horsepower and turns it into heat and destruction. Essentially we have found two ways to reduce friction in the valvetrain: Oil additives like [ZDDP](#) and lower-friction components like roller lifters and rocker arms. Luckily now we have access to parts that can [retrofit vintage engine designs](#) with roller valvetrains, and we can purchase specially formulated oils or additives that will keep our engines running for a long time—as long as we maintain our vehicles properly and choose the correct oils.



LED Bulbs for Exterior of TR6

At the last ATDI in Vernon I had discussions with various club members and other folks attending with their triumphs about the LED light bulbs I had used on my TR-6 this year.

The LED bulbs I used were from a supplier in the UK called Classic Car LED's Ltd or www.classiccarleds.co.uk.

There are suppliers in North America that produce and supply LED bulbs, but I decided to use these from this UK supplier. Their bulbs are high quality, and they grouped the bulbs for different models, and they grouped the bulbs into kits for various model cars such as TR-6, TR-7, TR-8 TR-4 Stags and TR-250

The kits are for: 1- Complete Car, 2- Exterior Only (No headlights), 3- Exterior with headlights, 4- Interior only, 5- Interior and Exterior (No headlights)

I bought only the exterior only and no headlight for Can. \$179.00. You can choose the colour for the bulbs. Also, they supply with the kit's two flasher relays one for turn signals and one for hazard lights.

I am vary happy with the brightness of the various LED bulbs.

Note: When using LED bulbs for the headlight you do not need to put in relays like you would need for halogen bulbs. The amperage draws on Halogen is 5.0 amps whereas with LED 's the draw in only 3.5 amps. This saves the headlight switch from burning out.

Continued on next page



I have attached photos of the bulbs to show the brightness of the brake light, turn signal light and back-up lights.

Hope this helps members make decisions on converting to LED lights.

George Novotny

1975 TR-6





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Events Listed Below may be postponed or cancelled without notice

FEB 2025	EVENT	DETAILS	LINK
Feb 10	BCTR meet & Munch Langley Area	Group Photo Op Location is TBA Munch at Jimmy Mac's, 11:30 AM	
Feb 10	Drive your Triumph Day Anywhere or right here or over there	Take a photo of your Triumph on Feb 10th and email to: driveyourtriumphday@gmail.com	
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>Summerhil !</u>
JUNE 2025	EVENT	DETAILS	LINK
June 8	FVCCS Car Show Chilliwack	Fraser Valley Car Show	<u>FVCCS</u>
SEPT 2025	EVENT	DETAILS	LINK
Sept 11 -14	ATDI 2025 Port Angeles, WA	All Triumph Drive In Hosted by TYEE Registration opens TBA	<u>ATDI</u>

2025 Arizona Concours d'Elegance, Scottsdale, Arizona,

By Jonathan Clegg

My good friend, Vince Lee, who has provided quite a lot of content for the newsletter in recent years, was down in the US again touring various auto shows and photographing the best exhibits. Since he is now retired he has plenty of time to do this and I am sure there are plenty of shows to attend. On January 19, 2025 he was in Arizona at the Arizona Concours d'Elegance in Scottsdale. The show had three very nicely prepared Triumphs, a TR5 PI, a 1964 Spitfire and a Triumph Italia and he sent me several photographs of each one.

The TR5 PI was not sold by Triumph in the US, instead they marketed it with twin Stromberg carburetors under the TR250 designation. Slightly less than 3000 TR5 units were made and distributed in the UK and on the continent. According to information that I have seen it is believed that 40 or so have found their way to Canada and the US through personal purchases and shipments and are still in existence now. Not all of these are known to be in running condition. There is no information as to restoration details for this particular unit in the photographs but the exterior and interior finish are exceptional. Also no information on the status of the



engine but I would assume based on the exterior that it is in excellent shape. The Triumph Italia shown here (next page) is a very rare Triumph, only 330 were made. It was based on the Triumph TR3 and was assembled in Turin, Italy between December 1959 and mid-1962. At the time, Salvatore Ruffino was the owner of CESAC, the Italian company that distributed Standard-Triumph in Italy. He approached Standard-Triumph to supply chassis and mechanical components to build 1,000 cars. Designed by Giovanni Michelotti and built at a facility owned by Carrozzeria Vignale in Turin, under contract to Ruffino S.p.A. Industria Construzione Automobile of Naples. Originally 1000 were planned but sales were slow, presumably due to the price which was \$1000 higher than that of a TR3.

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To make matters worse for North American drivers, all coachwork spares were made and stocked in Italy. Triumph dropped distribution of the car in 1961 to concentrate on the TR4 and their remaining units were rebadged and sold as an Italia 2000.



The third car is easily recognizable as a Spitfire. The Spitfire was styled for Triumph by Michellotti who had designed the Herald and the mechanicals were based on the Herald. Triumph was able to adapt a lot of the Herald components for the Spitfire saving design and development costs. The model date on the information board is given as 1964. Again, this has been really well prepared for the show. This particular mark was introduced in 1962 and continued to 1964 before the next model was introduced. Nearly 46,000 were made overall and about 20,000 of those were made for export to North America.



Cheers, Jonathan C



Triumph Pennant Photos Submitted by Jonathan Clegg

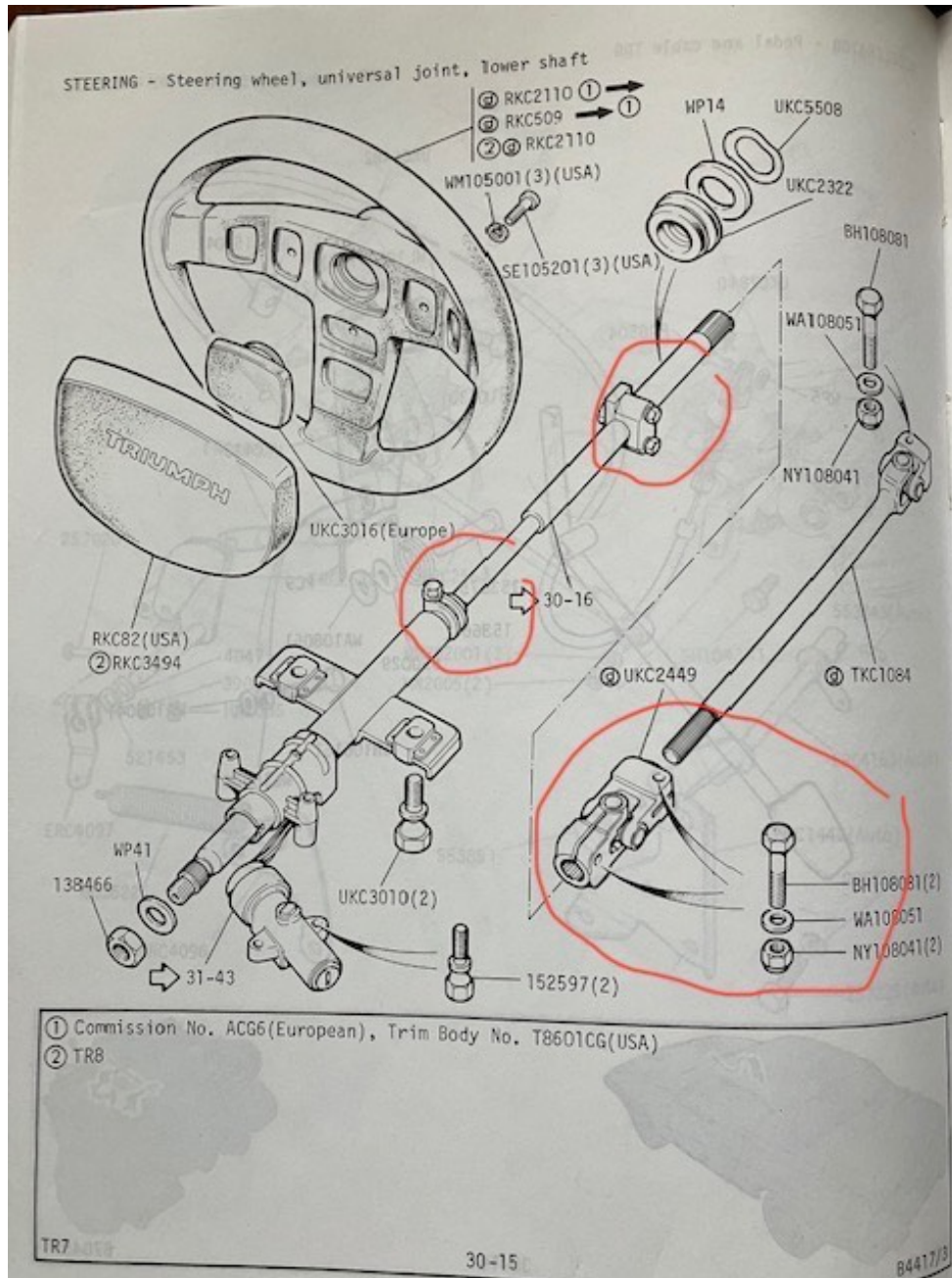
These photos, sent to Jonathan, were taken by former member Gerald Carlson of a late 1950s Triumph Pennant seen at the Village Classic Car Show in Chilliwack in June of 2024. No further information is available concerning the vehicle.



TR8 Grommet Replacement Procedure. By Charlie Dooley

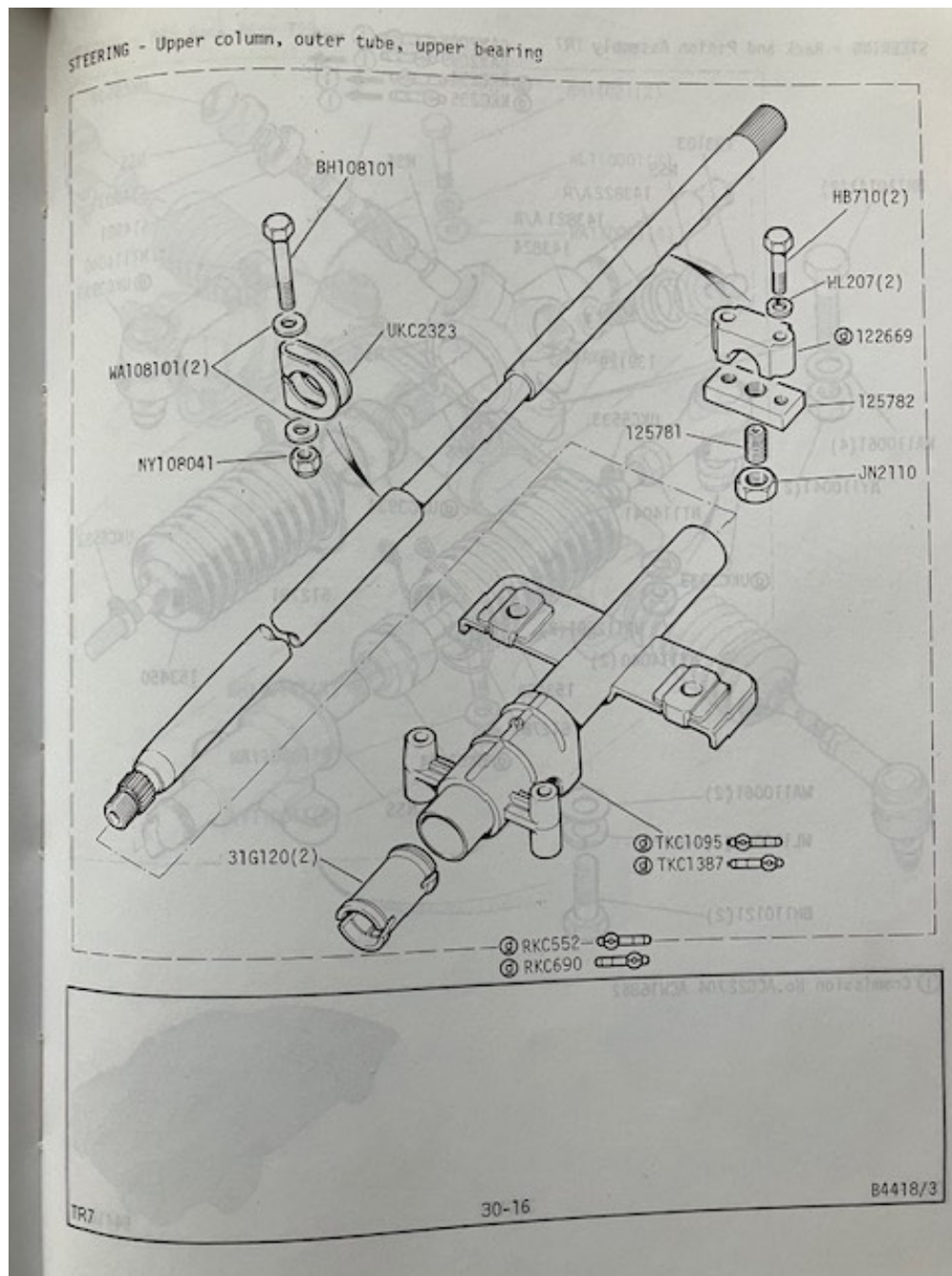
Before starting, spray all of the nuts and bolts, that are circled in red, with a penetrating fluid.

- also, spray penetrating fluid into the joint areas of the upper/inner steering shaft, as this will help when they need to come apart.



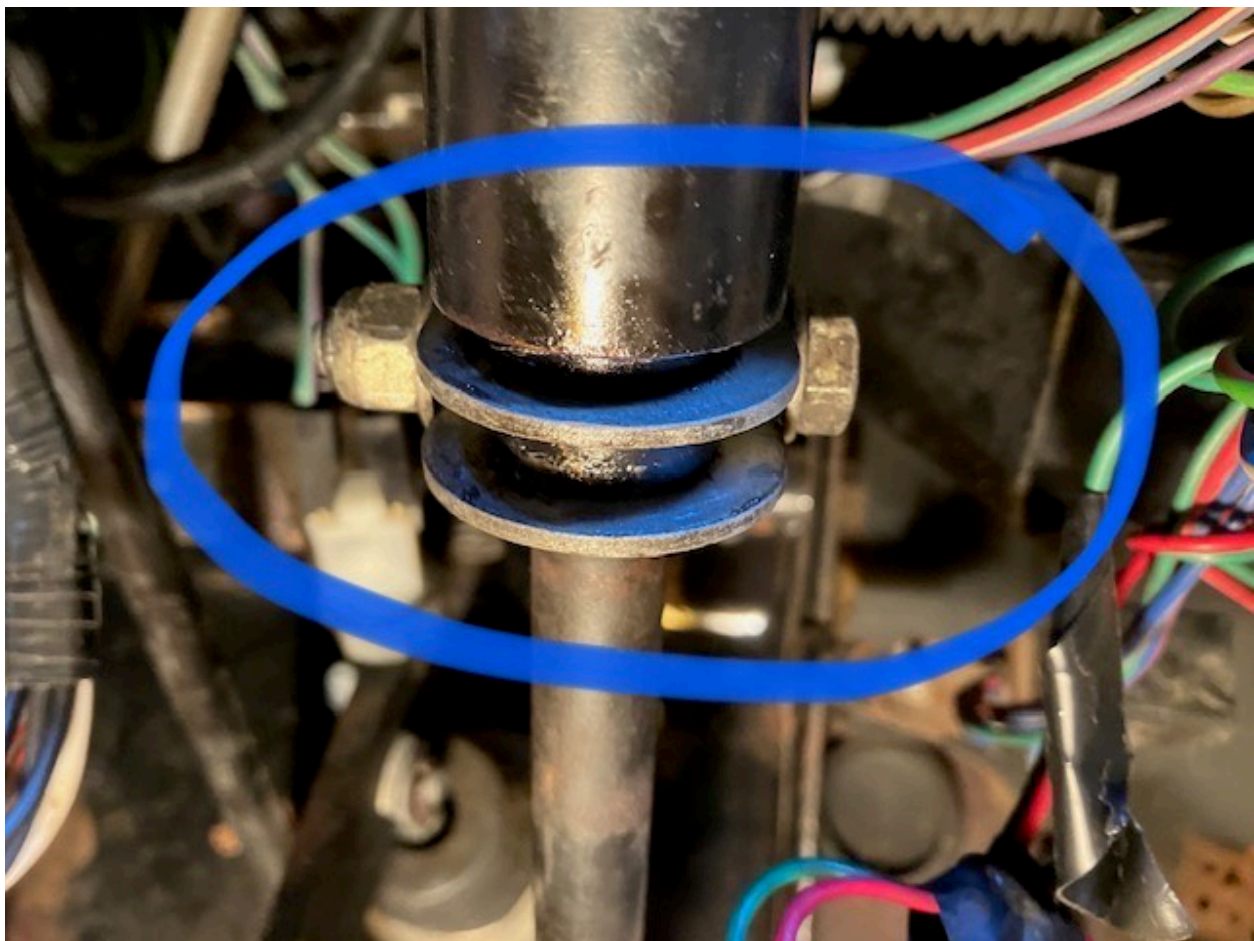
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- Below is a close up of the upper steering shaft assembly
- Look under the dash for this assembly – it is made easier if the driver's seat is removed



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- Locate this clamp at the upper part of the upper/inner steering shaft
- Using a 13 mm socket and/or wrench, remove this bolt and nut completely
- Like the u-joint, this clamp goes thru a keyed area of the upper/inner steering shaft. The bolt must be removed completely. The clamp will then move freely up/down the shaft
- When reassembling, be sure to position the clamp so that this bolt will pass thru the keyed area



Triumph Conrero by Brian Thomlinson



The Car in the centre is the Triumph Conrero – A Beautiful “One off “ creation by Virgil Conrero (Obviously Italian) .

The car was completed in or around 1962 at about the time that British Leyland were taking over Triumph and any further development was scuttled – Too bad because the car had a twin cam Triumph Sabrina engine and it was about 165 HP and would have really done well at Lemans .

Here is a link to a story from Moss Motoring that is somewhat recent <https://mossmotoring.com/profile-triumph-conrero/>

I will look up John Heathcote – He was a past member (retired Doctor) and I think lives in Powell River - The Big Story here is that his dad, Kit Heathcote was Co-Driver to Ken Richardson in many Triumph TR2 victory's in World Rallies in one of the “ works Rally” cars – some or most pictured in the photo . Ken Richardson was given the job of “sorting out” the pre-production TR2 and went on to driving the Jabbeke record 100 MPH TR2 run.



Video Submitted by Greg Winterbottom

[The British Brute That's Quicker Than A Porsche \(And Italian Designed!\) - Triumph TR5 | Watch](#)



The British Brute That's Quicker Than A Porsche (And Italian Designed!) - Triumph TR5 - MSN

The Triumph TR5 was only made for one year. It was designed by an Italian and the first British sports car to use fuel injection and is widely held as the most desirable car in Triumph's range.

Is This What Happened?



Bear at Charlie's

=



?

Just Asking!



A WIRING FIRE? Nah! Bear looking for Cheetos under the dash

Is the TR8 Lemon Due for Some Sugar?

By Rob Sass on September 1, 2011 in [Affordable Classics](#)



The last volume-produced traditional British roadster was the Triumph TR6. Even in 1969 when it was introduced, it was obsolete. Magazines such as *Road & Track* clamoured for better, newer sports cars with modern engines, chassis and unibody construction—cars that would finally dispense with antiquated features like lever-action shocks and feeble heaters.

In early 1975, Triumph finally introduced such a car in the TR7, which would be sold alongside the TR6 for about a year. Dubbed in ads as “the shape of things to come,” the TR7 was the most extreme example of the wedge style then in vogue. Legend has it that stylist Harris Mann sketched the original design on a cocktail napkin (perhaps after too many cocktails). Generally regarded as less than pretty, the most unsuccessful portions of the design were the notchback roofline of the coupe and the upswept character line on the side.

Power came from a 2-liter, 8-valve, 4-cylinder overhead cam engine of about 100 horsepower that was, oddly enough, shared with the Saab 99. Strangely, experiments using the Dolomite Sprint’s 16-valve unit went nowhere. Acceleration was less than brisk—0–60 mph in about eleven seconds.

The design reverted from the independent rear suspension of the TR4A/TR6 models to a well-located live axle. Although this seemed like a retrograde step, in light of the generally mediocre design of the previous IRS, it wasn’t, and the TR7 developed a reputation as a very good handler on the street and the track—most famously with Bob Tullius and Group 44 Racing.

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TR7 lemon and TR8 lemonade?

However, the primary reputation the TR7 developed was that of a serious lemon. Early cars built in Speke near Liverpool were particularly bad, and the plant—which was subsequently closed—was the epicenter of the self-destructive tactics British labor deployed in the 1970s. Later cars built in Solihull were considerably better. Initially, the TR7 was available only in coupe form because of fears that the United States would outlaw convertibles. This never came to pass, and in 1979, a drophead version was added.

More significantly, Triumph addressed the lack of performance around the same time with the introduction of the TR8, which was powered by the aluminum 215-ci V8 engine found in Buicks, Oldsmobiles and Pontiacs (with versions used by various Land Rovers for many more years). Most of the 400 pre-production cars were automatic coupes. Amazingly, most of them were sold via the Jaguar-Rover-Triumph dealer network as used cars after the evaluation period ended. The TR8 was built for the 1981 and 1982 model years. All California cars were Bosch fuel-injected, as were all 1982 cars. The rest had a pair of Zenith-Stromberg carburetors. Only 2,700 were built, most in somewhat odd metallic colors ranging from green to aqua. Many had very period plaid seats.

The TR7/8 cockpit is reasonably comfortable. Wider and more spacious than the TR4 to TR6 cars, it also had far less character. Gone was the wood dash, replaced by a nondescript, plastic affair that could have come from any contemporary sedan. At least ventilation was greatly improved, and a/c was available. Ride, handling, braking and fuel economy were deemed excellent by Road & Track, who said “the only other thing we could ask for is good looks.”

Numerous special edition TR7s were built, including the “Victory Edition” with garish stripes and white “spoker” wheels and the altogether more handsomer “Spyder” edition with black paint, red accents and TR8 alloy wheels. Individual vices mostly came from the abysmal quality control of early cars. Thankfully, like similarly afflicted early Jaguar XJS models, most of these cars have disappeared, becoming one with the earth at various breaking yards around the world.

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Rust, head gaskets and overheating

4- and 8-cylinder cars suffered the usual rust maladies and overheating issues—but not to the extent of earlier TRs. The 4-cylinder cars had head gasket troubles as well. From a parts-support standpoint, things aren't nearly as rosy as they are for separate-body-and-chassis TRs and Spitfires. Lack of popularity and low survivorship are the reasons.

The collectability equation is interesting. It would seem that the TR8 is long overdue for a market-bump. The car's 8-cylinder performance, combined with a drop top and genuine rarity, bodes in its favor. An abysmal (and somewhat undeserved) reputation for unreliability, as well as the controversial wedge styling (somewhat mitigated in drophead form), are probably responsible for the lack of interest thus far.

But, as with the Sunbeam Tiger of the 1960s, there is much to like about the TR8. TR7s will remain somewhat hopeless indefinitely, with the supply of decent coupes nearly zero and convertibles perennially occupying the same lowest-of-the-low rung as Fiat Spider 2000s and rubber bumper MG Midgets.



Jon Korbin's Drive to 2024 ATDI at Vernon as published in his 6Pack Article

Claudia and I have been making the trip to the northwest for close to 30 years, more so since we retired. The All Triumph Drive In is an event put on by the three Northwest Triumph clubs. Portland Triumph Owners Association, the Tyee Triumph Club and the British Columbia Triumph Register. This year's event was hosted in Vernon British Columbia by BCTR.

For us it is a leisurely four day drive. Over the Golden Gate Bridge, driving through



the Klamath Tree and, best of all, driving the Avenue of the Giants to Crescent City, California. Next, drive to La Pine Oregon, where the smoke was vicious, then crossing over the Columbia River, and to Cle Elum Washington. Finally, from there to Vernon British Columbia on the Westside Highway, an incredible Triumph road! A 1733 mile trip.

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We arrived a day before the event, we always do, just to unpack, clean Iris, and have a cocktail! As Triumphs arrived at the hotel the sky opened and it poured rain on those arriving just a few hours behind Claudia and me.

The participants continued to arrive on Friday, from British Columbia, Washington, Oregon and a good number from California. Friday was a great day weather wise and we all hung out in the parking lot to discuss our trips and travel troubles; there were just a few and they were overcome. There was a battery issue but it was solved by charging in one car and discharging in another.



The car display was in a nice park a mile or two from the hotel and over 90 cars took part. There was a lot of discussion and peering into engine compartments took place. We met a bunch of great Triumph people and we all voted for the ones we liked best. (Iris tied for 3rd Place in the early TR6's).

Back to the hotel or take a guided or self guided tour of the area.

Claudia and I took the opportunity to visit a local distillery.

The Awards Banquet was the usual fair, with good food and good company. Prizes were awarded and a good time was had by all.

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Lastly the Tye Triumph Club announced next year's ATDI location..... Port Angeles Washington.

Goodbyes were said and Triumphs packed as we all headed down the road to home.

I would like to add that the British Columbia Triumph Register did a magnificent job making ATDI 2024 in Vernon BC another great event. THANK YOU!

Claudia and I headed to Leavenworth Washington for a two nighter. Leavenworth is a slightly larger version of Solvang California, a cute German/Dutch town on the Wenatchee River. We shopped our brains out!

The drive to McMinnville Oregon had a route change due to one of the wildfires. The change was a beautiful drive along the Columbia River Gorge, a ride on the Wheatland Ferry and a visit to the Evergreen Air Museum to see the Spruce Goose!



The next morning we drove to Tillamook stopping at the Tillamook Forest Center and then on to the Tillamook Air Museum. It's inside a WWII Airship hanger.



A heat warning was issued for Portland and the Willamette Valley, so we decided to drive down the Oregon Coast. A beautiful drive! The Oregon coast is spectacular, and I love the bridges!

From Crescent City Ca. we traveled down the 101 to Rohnert Park for the last night of our road trip. We left At 6:30 am and powered down through the East Bay and then home by 2 pm. Iris is again resting in the garage, Claudia and I are glad to be home.

All in all another great road trip. 3674 total miles driven, 171 gallons of premium gas, 21 1/2 MPG.



