



# TRIUMPH HERITAGE

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June 2025



Christina Lake - Barlows Boy's Run 2025

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## President's Message

Fellow Triumph Enthusiasts,

When I was young I had a paper route that I would do on my bike. From there I joined the Maple Ridge Wheelers and did 10 Mile time trials every Tuesday, some Criterions and distance rides. I used a year's worth of money from the paper route to buy a Nishiki Continental from an older boy from the neighbourhood who raced. When I went to pick up the bike, his dad was in the garage working on a car, it had 2 doors, 2 seats and no roof, I was not allowed to touch it. That was the beginning of my love of British roadsters and the beginning of the end of biking days. The car was a Morgan +4, of indeterminate year, likely from the 60s.

Driving through the province a couple of weeks ago we would all stop to regroup from time to time. I would look at the GT6 and a pack of TRs and just have a smile on my face. What an amazing collection of cars.

It got me to thinking, who is the next generation that will drive these cars. Then I thought of Brian who brings his grandson along to VanDusen in seemingly a different car each year. And Gary who did a ground up restoration with his son Matthew. And Matt and his dad Joe who drove around the province in a 250 and a 6, how cool to be able to do that. Stopped at a viewpoint outside Christina Lake, a dad and his 10 year old son came walking towards me. The dad said his son had asked him to turn around and come back to the viewpoint so he could look at the cars. I talked to them a little and then they went to look at other cars. Arriving for lunch, Charlie shows up a little late with a passenger, the 10 year old boy! Charlie had given him a ride with the dad following behind. I think we will find enough new owners to pass these cars on to.

Cheers, Roger

*A big welcome to new member Tom Martin from Kelowna.  
Tom has a 1975 TR6, 1979 TR8 FHC and a 1980 TR8 DHC.*



## British Cars at Summerhill Pyramid Winery- Kelowna

The 3<sup>rd</sup> annual British Cars at Summerhill – Summerhill Pyramid Winery – Mission Kelowna was put on by the Okanagan British Car Club and had appr. 50 British cars come out for the car show.

In the morning the weather was not very good with cold breezes coming off the Okanagan Lake and most folks were putting on their heavy sweaters and jackets. See the dark clouds in the photos. But by the afternoon the sun came out and sweaters came off and shorts were put on. There was a good variety of British cars such as Jags, MG' Triumph TR-6, TR-8, Tigers, Lotus's, etc.

The two folks from the BCTR group were Gary Stoutenburg – TR-8 and George Novotny TR-6. The public came out in force to view the cars.

George Novotny Maple 1975 TR-6





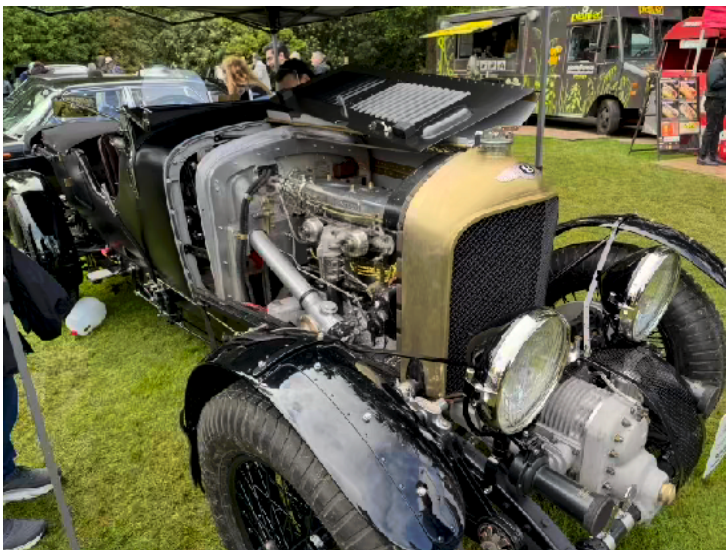




**ABFM Vancouver Saturday May 17, 2025.  
VanDusen Garden**







Club Members Huddling From The Rain











## POST ABFM CLUB BBQ AT ROGER LEVENS' HOUSE

As promised the sun made a brief appearance at the All British Field Meet. There was a good showing of cars even with the cool wet weather. Seven TR4 and 4As were there, which is the most I can recall seeing in one place. Gary Gruchey's TR4 restoration got a well deserved mention! The TRs were all represented along with Spitfires and a Mayflower. There was a nice turnout to the BBQ with cars arriving 30 minutes after torrential rain and hail, good timing! Thanks to my lovely wife Char for the great food.

Roger Levens





# 2025 Vancouver ABFM Class Judging Awards

Congratulations to BCTR Club Members for their Awards.

## **Class 54: Triumph TR2, TR3**

1. 472 – DARLING George 1959 Triumph TR3 (BCTR)
2. 143 – RUSSELL Victor 1959 Triumph TR3A

## **Class 55: Triumph TR4, TR5, TR250**

1. 97 – IRVING Dave 1961 Triumph TR4
2. 107 – GRUCHEY Gary/Matthew 1962 Triumph TR4 (BCTR)

## **Class 56: Triumph 6 (1969-1973)**

1. 294 – DICKSON Lyle 1973 Triumph TR6 (BCTR)
2. 183 – KINGERLEE Roy 1973 Triumph TR6 (BCTR)

## **Class 57: Triumph 6 (1974-1976)**

1. 330 – CAMPBELL Brian 1974 Triumph TR6 (BCTR)
2. 123 – OLDEWURTEL Edward 1974 Triumph TR6

## **Class 58: Triumph TR7 (only one car)**

1. 283 – BURNS Bob 1980 Triumph TR7

## **Class 59: Triumph TR8**

1. 73 – MacLEAN Andy 1980 Triumph TR8 (BCTR)
2. 196 – POPOWICH Dennis 1981 Triumph TR8 (BCTR)

## **Class 60: Triumph GT6, Spitfire**

1. 182 – ARROW Peter/Heather 1968 Triumph GT6
2. 433 – COWEN Duncan 1969 Triumph GT6

## **Class 61: Triumph (other)**

1. 90 – NORQUAY Bob 1974 Triumph Stag
2. 140 – SPOULER Larry/Linda 1950 Triumph Mayflower





**Harrison Hot Springs Run, Saturday April 26, 2025**  
**Organized by Ken Nicoll**  
**Written by Charlie Dooley**

It was a beautiful day Sunday, April 26 for the annual spring Ken Nicoll run to Harrison Hot Springs. Thanks again Ken. The weather was a little chilly in the morning, but warmed up nicely in the afternoon for a run home with the top down. There were 7 cars and 12 people, including a beautiful dark blue TR6 driven by our members, Harv and Shirley McCullough who drove all the way from Chilliwack to meet us in Mission. They have been members for 4 or 5 years but this was their first run with the group although they are always out and about in their car as evidenced on the BCTR Facebook page.

Other cars were Ken Nicoll with his TR6, Barrie Puffer with his GT6, Greg Winterbottom, Andy MacLean, Charlie Dooley with TR8s and Roger Levens with his TR4.

We pushed off from the Chevron station in Mission and enjoyed a relaxing drive to Harrison and past to a beautiful park on the water just past Harrison called Green Point for our picnic lunch. I do believe all enjoyed themselves. And, I was even paid a compliment by Andy MacLean saying this was the first time in all our Triumph history runs he has been on that I maintained my position at the back of the pack without speeding past anybody for 62 kilometres. A record. LOL! (PS. That was only because I was driving a stock 3.5l and not my 4L race TR8. Hahaha!) And we did see police on the way there.

After lunch each made their way home at their convenience with some stopping to take in the Tulip festival show just outside Harrison.

All in all a wonderful day.

PS. A note from new members Harv and Shirley in an email to Ken.

Hello Ken

Both Shirley and I would like to extend our sincere "Thank You" for organizing the BCTR car run today. Also for welcoming us into your group for the first run we have participated with the BCTR club run, even though we have been members for about four or five years. All the folks are truly a great group of people and please extend our thank-you to the others that were on this run, as we don't know all their contact info.











## AI CONCEPT STAG PICTURE

Forwarded to Jonathan Clegg by Lee Cunningham





## **NEWBY TOUR**

### **BCTR tour of Ian and Doreen Newby's estate, April 12, 2025**

On April 12 twenty-five or so BCTR and LAMB members descended on Ian and Doreen Newby's 15 acre estate in Aldergrove for a private viewing. Ian has recently obtained a "D" type Jag tribute car and was eager to show it off, together with a plethora of other cars and military memorabilia.

The focus of the visit was to look at the D type Jag that was built as a race car in recognition of the car that crashed at Westwood in 1964. Ian has much of what remained of that crashed car together with its official manuals, log books and so on. He has been collecting this material for over 50 years and what he has is impressive.

Once we arrived we congregated in his "pub"....a gathering room above one of his workshops stuffed to the rafters with automobile & military memorabilia, trophies, plaques, and certificates. This pub included a stocked bar, lounging area and big screen TV where we were given an in-car viewing of the last race at Lime Rock CT that the previous owner (who was 86 at the time) drove in. On hearing he was 86 I remarked there is still hope for us all!!!

After the video we went downstairs to the shop where the new D type was residing. It is an impressive build for sure. We viewed several other very nice collectible cars in the shop, and then adjourned to the main auto storage barn where we found about 40 more, most reportedly able to run with only a little bit of coaxing.

When the car inspections were finished we went outside to look at a multitude of military vehicles ranging from personnel carriers, tanks, and even a Huey helicopter. Ian's focus with this equipment is rental to the movie industry. Ian was making the most of his 15 acres!

Another part of the movie rental supply business is uniforms. If you want to outfit virtually any police force, the Russian, German, British, Canadian, American etc. armed forces in period correct uniforms just give Ian's wife Doreen a call. She has thousands of pieces....in every imaginable size.

After over four hours it was time to go. We could have stayed for hours more as there was lots more to see, and hear. Ian is a wealth of knowledge on all of the equipment in his collection. If you want to learn about military hardware Ian is your guy.





Andy MacLean giving Ian and Doreen Newby a thank you plaque for the BCTR tour of their automotive and Military collection

Ian has a lot of cars and specializes mainly in Jags and MG's....alas not many Triumphs. Included in his collection are:

- Over a dozen Jaguars, including a rare D type tribute car
- Seven MG's including two TD race cars.
- Four Jensen Interceptors
- A Daimler, a Panther, Harrod's Jag XJ6 Princess Diana custom
- Mercedes Military G Wagon ex Falklands War
- Triumph Renown 1800
- And waaay more.









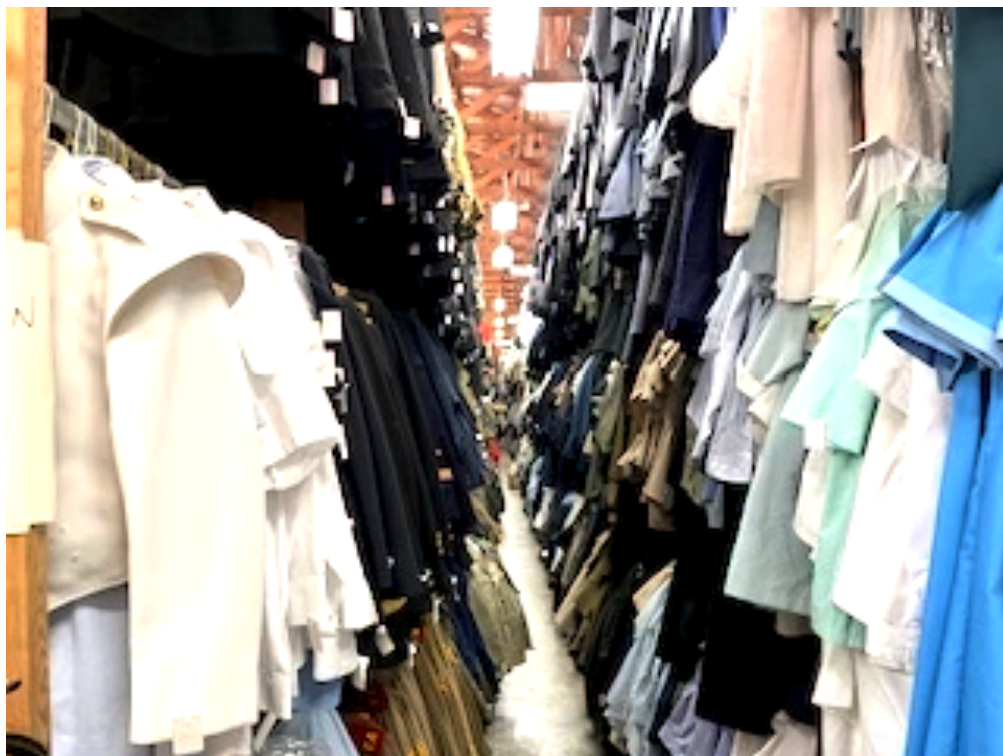














# Your Handy 1962–80 Triumph Spitfire Buyer's Guide

Hagerty Insider, Market Spotlight

Rob Sass,

06 May 2025

*Submitted by Andy MacLean*

The economics facing the postwar car industry in the U.K. were complex and challenging. The country was nearly bankrupt, and it had to sell its manufactured products abroad in an “export or die” model. The U.S., with its booming economy and desirable dollars, were an obvious target for British goods. Carmakers like MG, Austin-Healey, Jaguar, Sunbeam and Triumph certainly did sell a good number of cars here in the postwar years, but the margins were never that great and so R&D budgets were never huge for any British sports car maker.



All therefore became adept at doing the most with the least, and it was in this spirit that the Triumph Spitfire was born at the beginning of the 1960s. Forty-five years after the last Spitfires were built, their appeal is still much the same. They're handsome and fun while also being cheap, relatively simple, easy to work on, and plentiful. However, as with any classic car, there are things to keep in mind when shopping for a Spitfire.

The Spitfire mostly owes its existence to original “[Bugeye](#)” Sprite of 1958, and the subsequent badge-engineered [MG Midget/Austin-Healey Sprite](#) twins that became the Spitfire's main rivals in the '60s. The Sprite had opened up a new market segment for people who wanted a genuine, capable roadster but didn't have the coin for anything currently in showrooms, including Triumph's TR-series. Triumph therefore rushed to build a pint-sized sports car of its own but, most British carmakers of the day, resources weren't there for a clean-sheet design and many components were recycled from the company's existing models.

For example, while many other sports car companies were transitioning to unibody construction, Triumph was forced to retain separate body and chassis architecture, turning to its small [Herald](#) sedan as a jumping off point. Its steel backbone chassis could be easily shortened, and its outriggers eliminated to lower the center-of-gravity. Frequent Triumph collaborator Giovanni Michelotti designed a low-slung, curvy body and Triumph engineers managed to give it front disc brakes and a more highly tuned, dual-carb version of the Herald's 1147 cc pushrod four-cylinder.



Now, all it needed was a name. For that, Triumph grabbed maybe the most hallowed one in the country—Spitfire. Standard Triumph had named their dainty new 63 horsepower sports car after the fighter plane that won the Battle of Britain, and it missed the anniversary of the battle by two years (debuting in the fall of 1962 as a 1963 model), but few people took issue with that

Like the early Sprite, the original “Spitfire 4” (later retconned into the moniker “MK I”) was a very basic car with an erector set top whose frame you had to assemble, and rubber floor mats in lieu of carpeting. Even the instruments were set in the middle of the dash to make it easier (and cheaper) to build left- and right-hand-drive versions.



MK I

The option list was small—big items were wire wheels, electric overdrive and a pretty, rounded hard top. One thing that wasn’t substantially changed from the Herald, however, was its rear suspension. Those meagre R&D budgets mentioned above meant that Triumph’s independent-rear-suspension setups were generally crude, and the Spitfire used swing-axles and a transverse leaf-spring for a lower link. Since there was a universal joint only at the differential, going into a corner too hot could result in sudden extreme positive camber called “jacking,” leading to a violent spin.

On the whole though, the Spitfire was a very pretty, economical and generally pleasant small sports car that was in many ways regarded as superior to its Midget/ Sprite (aka “Spridget”) rivals. Testers praised the quick and precise steering, the brakes, the 30+ mpg fuel economy, and the fact that the entire front-clip opened to give easy access to the engine and suspension. The 0-60 times were largely theoretical, if you were patient, you could do it in about 15 seconds and the Spit’s top speed, if you were even more patient, was about 90 mph. At just under \$2200, it cost about the same as a very basic American sedan, or the equivalent of about \$23,000 in today’s money.

The 1965 MK II was only subtly changed from the original car—it had a few more horsepower, and a slightly more finished off interior, gaining actual carpeting for the first time as well as a revised grille. It was the last version of the car to retain Michelotti’s original and very pretty design. Mandatory bumper height laws meant that the new MK III, which started hitting U.S. roads in 1967, had an awkward and crudely raised front bumper. Some likened it to a dog with a bone in its mouth.





MK III



MK IV

On the plus side, the MK III was the most powerful Spit sold in the U.S., with a 1296 cc 75 hp engine, and 0-60 was less excruciating at about 13 seconds. The top speed was just shy of 100 mph. An actual folding convertible top and a wood veneer dash were app added and for safety purposes, the U.S. mandated a dual-circuit braking system.

The new decade brought a new Spitfire, the substantially redesigned MK IV, also styled by Michelotti. In front, the point of the bonnet was moved slightly down to close the gap between the nose and the bumper (which was itself a bit smaller) and the grille was now completely below the bumper and the pronounced panel join lines on the hood were eliminated making for a much smoother design. The rear was chopped off Kamm-style to resemble the Triumph 2000, Dolomite and [Stag](#) models. A new, more glassy hardtop was also a fairly common option.

But the real change was to the rear suspension. Instead of rigidly mounting the entire spring to the differential, only one leaf was attached to the diff, allowing the spring itself to swing a bit, moderating the extreme rear camber changes. A simple change, but

it worked wonders. The British magazine Motor Sport had this to say: “The handling is now beyond reproach and sudden changes of direction can be achieved much more predictably than before.” That was essentially gushing in 1970s British auto journalism. A wider track (made obvious by slightly flared fenders) helped too. In the U.S., small-displacement engines were getting decimated by new U.S. emission regulations. Companies with the luxury of big budgets like VW could get creative and employ things like fuel-injection to clean up tailpipe emissions without sacrificing power.

But at the chronically shaky British Leyland Motor Corporation, the best the engineers could do was increase the engine’s displacement, lower compression, restrict how much fuel is going through it, and hope for the best, which is what happened in 1973.



The new stroked Spitfire 1493 cc engine (rounded up to 1500 by the marketers), which now relied on a single Zenith-Stromberg carburetor felt agricultural and nowhere near as revvy as the smaller displacement engines. Power was listed officially as 57-hp but this is somewhat misleading as the U.S. had made the switch from SAE gross, to SAE net horsepower so in practice, the bigger 1493 cc engine was probably making somewhere around the same horsepower as an early 1296 cc car. One can only imagine how entertaining the Spitfire would have been with something like the 80-horsepower, fuel injected overhead cam four that was powering the contemporary VW Scirocco. Speaking of the Scirocco, the superiority of a modern hot hatchback to aging British sports cars wasn't lost on road testers of the 1970s. Cars like the Spitfire and the Midget became harder sells, often turning up as prizes on gameshows like Let's Make a Deal and The Price is Right.

Cosmetically, the Mark IV refresh was the last major overhaul for the car which ended production in 1980 after over 325,000 copies were built. Post-1972 U.S. bumper regulations did mandate massive rubber overriders and a stouter rear bumper. For the last two years, the chrome part of the bumper went away in favor of the rather unlovely one-piece black rubber units front and rear that made the car's already fairly generous overhangs look comical. And that was it, the Spitfire went away in 1980, followed the next year by the TR7 and the TR8. Triumph, a storied British marque, was done forever in the U.S.





## St. George's British Car Show

*Pictures taken by Greg Winterbottom*

The St. George's British car show, organized by the Langley Area Mostly British Motoring Club (LAMB), is held annually in Fort Langley, BC, typically near April 23rd, the day of St. George. The show is held at the [Fort Langley Community Hall](#). It features a display of classic and British vehicles from various eras. The show aims to celebrate British motoring and is a popular event in the Langley area.



Ian Newby's Double Decker Bus



Ian Newby's Jaguar D Type



James Taylor's Black TR4



Dale McRobert's Stag





## BCTR CLUB WORKSHOP AT FRANK VANDENBERG'S GARAGE

*On May 3, 2025 Club members gathered at Frank's to help remove the body off his TR6.*

Spring is in the air and with it time to get down to some serious TR6 restoration work.

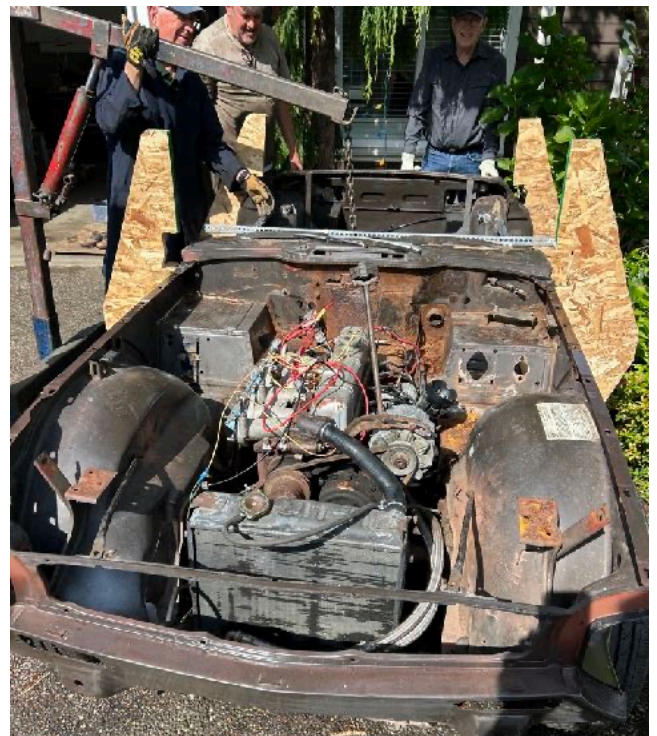
For some background, I bought a 1972 TR6 barn/garage find from just outside Olympia WA with the goal of having a project for my retirement; perfect for someone like me who had never owned a Triumph before and was planning to learn all things TR6 as I went along. I had to tow the car home as it came with a claim that it hadn't run in at least 17 years (I think longer) and since then I have been tinkering on it here and there to the point where I thought it best to go all in and take the body off the

frame. So with that, a few club members including Lyle D, Roger L, Stephen K, and Greg W took the challenge and came down to sunny White Rock on May 3rd to lend a hand. I also threw in an option to see if we could actually get the car to start as most everything seemed to be there and the magic of YouTube suggested that we could get lucky and it would fire right up.



Since I had been part of Roger Leven's workshop last year where we removed the body from his TR4, I did similar prep for the

TR6 prior to everyone coming over including







removing all the body panels, interior, the electrical wiring as well as any objects in the engine bay which would impede us when lifting the body. I also made a wooden type rotisserie to support the body once it was off the body. For the engine I discovered that it actually had a few missing

pieces so put in an order for parts to hopefully have everything needed for starting.

The big day came and utilizing the club's engine hoist we lifted the body off and had the body propped up on the rotisserie and out of the way in no time at all.



I took a quick count of all the shims and mapped it out in diagram to use later when mating the body back to the frame. A quick inspection of body and frame showed no rust other than in the battery box area.

Trying to get the car to start proved to be more complex. We re-installed the carbs, put in new points and condenser in the distributor and hooked up a battery but no luck.



The starter motor wouldn't turn over and unfortunately all Greg could get from the points was smoke and no spark and so in the end getting the engine started was not happening. Anyways by then it was lunchtime!



I've got the summer ahead of me to do a number of tasks with the goal of getting the body back on the frame by fall; on the list is to paint the underside of the body plus engine



bay, rebuild the front and rear suspension, paint the chassis and redo the brake and fuel lines. If I have time I may do more troubleshooting on the engine. Thanks again to all who came out, it was really appreciated

Frank Vandenberg





## **BCTR Barlows Boy's Run 2025**

Held Wednesday June 4 thru Saturday June 7, 2025

Written by Andy MacLean, June 11, 2025

The 2025 BCTR Barlow Boy's Run set off from Chilliwack at approx. 8:45 on Wednesday June 7. Sixteen cars (6-TR8's, 2-TR6's, 3-TR250's, 3-TR4's, 1-TR3 and 1-GT6) and one HD motorcycle (a friend of Charlie's...he was with us the entire way) left the Tim Horton's parking lot; due to traffic the Run was immediately split up proving it will be impossible to ever see a Triumph convoy. Too much traffic, too many different cars and too many different driving styles will ensure that. But all good as long as we all arrive when and where we're supposed to!

At our driver's meeting prior to departure it was announced the next stop would be Manning Park and then Princeton. Fifteen cars made the Manning Park stop, fortunately all 16 made the Princeton stop. In Princeton most gassed up and we then headed north on highway 5A thru Aspen Grove and on to Merritt for lunch. It was distressing to see the low water levels in a number of the lakes along the way....and this the start of the fire season. Our Province may be heading for big trouble.

In Merritt we stopped at the Game On Sports Bar for lunch and were met by 4 more BCTR members. (1-TR8, 1-TR6, 1-TR250 and a Boxster S). We were now 20 cars. After lunch it was off down highway 5A to Quilchena for a photo op....somehow we lost 3 cars along the way but not to worry....they turned up in Kamloops.

Both sections of highway 5A were spectacular. Marvellous scenery, decent roads and very little traffic. A great precursor of what to expect.

On arrival in Kamloops we checked in to the Kings Motor Inn just east of town on Highway 1. A nice enough place but noisy given it's proximity to the rail lines running alongside the highway. It seems if you want quiet in Kamloops you must stay west of town and pay a hefty price. We went cheap. Dinner for most was a short 1km walk away at the McCracken Station pub. Was the pub named after Tim "Dr Hook" McCracken from the movie Slap Shot? No...it was in memory of a CNR station originally built in 1926.

The next day we headed for Enderby via Barnhartvale Rd....another crowd pleaser....but along the way five cars left us due to other commitments (1-TR6, 1-TR250, 1-TR4, 1-TR3 and 1-GT6) however we gained 2-TR6's once we hit Enderby.



We were now 17 cars. Once thru Enderby is was on to Revelstoke and lunch at Big Eddy's Pub on highway 23 just 5 mins outside of town.

After lunch it was on to Shelter Bay and a short ferry ride across Upper Arrow Lake. The group was again split up with about half of us making the 2pm "hazardous goods" crossing. This was limited to 25 passengers because there were no



Driver's Meeting at New Denver

explosives on board. Only 12 are allowed on if there is! Once off the ferry at Galena we were faced with a pilot car, a 20 kph speed limit and 10 kms or so of gravel. Not fun. Slow, hot, dusty and in one case a chipped windshield. Don't want to do that again. While on the gravel I noticed a clearing on our left with a small shack in the middle of it. Sitting just nearby was a solitary black bear, just munching on what I do not know. Other than a few dead deer along the way this was the only wildlife I saw. Others may have seen more? Anyway, once past the gravel it was on to New Denver where we stayed in The Valhalla Inn. Along the way two cars (2-TR8's) left us due to other commitments so we were down to 15 cars. At the Valhalla we found both a pub and restaurant on the premises so there was no need to search for drink and food. The proprietor, Maggie, was super accommodating. What time is breakfast? we asked.....when would you like it? was the response. Ya gotta like that kind of service!

The next morning another car (a TR8) left us as he had to make a dash for home due to another commitment the next day. He made it to Langley in less than 9 hours! So



now the remaining 14 cars headed to Trail. It seemed the entire road from New Denver was downhill but on checking I see there is only a 120m elevation difference New Denver to Trail. Somehow it seemed like more.

On arrival in Trail we were given the opportunity to view the local Golden City Railway Modellers' facility. Was that ever impressive! An HO scale (1:87) railroad depicting the nearby Rossland area....two different trains, tunnels, curves, switches, houses, people, cars, trees, mountains....the whole shebang and all to scale. Very well done and worth the visit.



Brian (3rd from left) and Club Members at Model Railroad Exhibit in Trail



(Thanks Brian!)

Next it was on to highway 3B/3 heading for Christina Lake and another photo op, and then on to the Christina Lake Golf Club for lunch. (Thanks George!) After lunch



two more cars left us (1-TR250 and 1-TR6) as they headed home (Castlegar and Grand Forks) so we were down to 12 destined for Osoyoos.

Next stop was Osoyoos and the Park Inn by Radisson. A new hotel that was overrun by guests registering when we arrived. Check in was as a result excruciatingly slow, but other than that no complaints.



Greg's place in Tulameen with one set of TR's a 3, 4, 250, 6 & 8.

Dinner was a short walk away at the Owl pub or The Diamond Steakhouse. At the pub most of us saw the Oilers lose in OT 5-4.

The next day it was off on highway 3 to the Lower Mainland for 8 of us. Four others (1-TR8, 2-TR6 and 1 Boxster) headed north to Kelowna. All of the Lower Mainland group were invited to stop in Tulameen (30kms from Princeton) to have breakfast with Greg W and co (they were part of the group that left us at Barnhartvale Rd) and then they would join us for the run home. Three of us took them up on

the offer. In Tulameen we were treated to a great pancake and sausage brekkie....delicious! (Thanks Greg, Roy and Jerry.

Departing Tulameen at approx. 11am we headed for Manning Park and our last get together before each made his own way home.

All in all most of we did something in the order of 1700 kms over the four days. Other than the gravel after the Arrow Lake ferry the roads were good with what I consider light traffic. We had no serious breakdowns and only one interview with the GRC. Our club Pres, Roger, summed the Run up as follows: (thanks Roger!)

- Miles were driven
- Gas was consumed and oil in some cases
- Hoods were opened and mechanicals



Roger washing TR4 at New Denver



tinkered with

- Some cars were washed, others not so much
- Food was eaten and drinks drank
- Stories were told, some off color (Brian)
- Old friends were met and new friends made
- And a few precious memories will stick around

Let's all hope we can pull it off again next year!

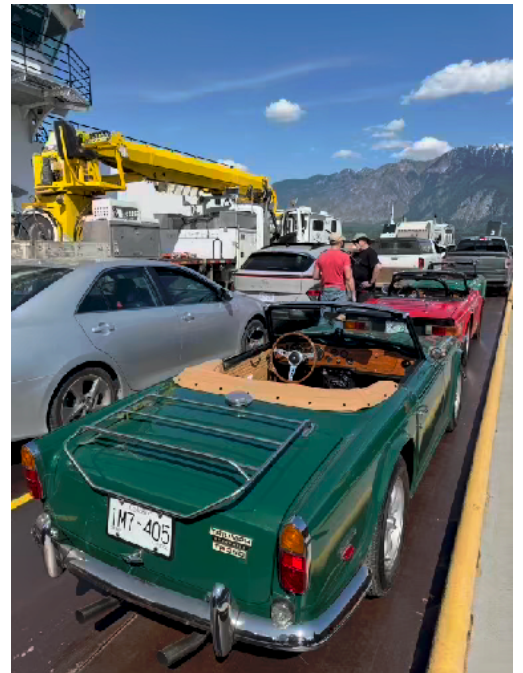
And in closing  
special thanks go to  
my Run Compadre  
Richard....he did a  
terrific job of  
organizing and  
herding all the cats!

Next month....the  
inaugural "Couples  
Flun". Fingers  
crossed it goes off as  
well as the "Boys  
Run".

Cheers. Andy.



Brent's TR6 on Ferry to Galena Bay



Triumphs on Ferry to Galena Bay



New Denver



Christina Lake





Stop at Manning Park



On-board Ferry with Hazardous Cargo



Lunch at Christina Lake Golf Club



Stop at Quilchena



Golden City Railway Modellers at Trail



Golden City Railway Modellers at Trail



Tulameen





## Lucas Fuel Injection

*Extract from 2000 edition of the MotorSport magazine.  
Submitted by Jonathan Clegg*

Complex problems often demand simple solutions. Ensuring that exactly the right amount of fuel reaches the right place at exactly the right time is a given in the computer age. Forty years ago, an ingenious, all-mechanical item did the trick.

Some motorsport developments appear overnight and establish themselves as must-haves almost immediately. Others make a first appearance, stutter, and only fulfill their obvious promise second time around. Fuel injection was one of the false-starters. Originally introduced into Formula One in the early 1950s, it only became a sine qua non a decade later. Once it had, one unit — the Lucas shuttle metering system — came to enjoy near total dominance, not least because Keith Duckworth selected it to fuel the Cosworth DFV. On the back of that remarkable engine, the Lucas unit reigned supreme in F1 — and a host of other formulae besides — until the turbos took hold in the early 1980s.

Despite this, Lucas isn't the first name to spring from the pages of fuel injection history. Mercedes Benz began to experiment with it on racing engines in the years immediately before World War II, for which it naturally turned to compatriots Bosch to supply the hardware. The system showed considerable promise and would probably have appeared on the formidable Type 80 LSR car, but war intervened. Bosch then gained further experience developing the system for the Luftwaffe's aero-engines, work it had begun as early as 1930.

It's no surprise, then, that when Mercedes returned to motor racing in the '50s, it brought Bosch fuel injection along too. The first model to use it was the racing 300SL of 1952; two years later it also appeared on the W196 F1 car, the technical tour de force of its time. Not only did these cars boast fuel injection, but both used a high-pressure direct injection system in which the fuel was sprayed straight into the



cylinder. Port injection — where the fuel mist is sprayed into the inlet tract, upstream of the intake valve(s) — remains the norm on both road and track. The Bosch system used by Mercedes could be used in either mode as desired. Having made the comparison, engineers at Untertürkheim chose direct injection; Vanwall, a later Bosch customer, opted for port injection.

A different system actually took to the grand prix circuits a year earlier, fitted to A-series Connaughts, but it was technically inferior. Originating in the USA, the Hilbom-Travers unit (developed by Stuart Hilbom in 1946 and in production since 1948) was a constant-flow system which — incredibly to our modern eyes — pumped fuel continuously into the inlet tract, at a pressure modulated by engine speed.

Unsurprisingly, fuel atomisation was not its strong point as liquid fuel pooled behind the inlet valve, waiting to be admitted on the induction stroke, and neither was fuel metering since the amount of fuel injected depended on engine speed rather than load. Although the Connaughts enjoyed some success with it, that was due more to their use of the original FI ‘rocket fuel’, nitromethane.

Other teams experimented with fuel injection during the mid-50s, but all were basking in the luxury of alcohol-blend fuels, which are notably tolerant of lax mixture control. Hydrocarbon fuels are not so forgiving, and when the sport’s regulatory body, the CSI, changed the fuel regulations for 1958, specifying 100/130-octane Avgas, fuel injection suffered a reversal. Vanwall modified its Bosch injection to cope — just — and won the 1958 constructors’ championship with it. But from 1959 to ’61 the world championship was won by cars on carburetors, despite their poorer breathing and hesitant pick-up caused by fuel surge in the float chambers. If fuel injection was to prevail, something better was clearly needed.

That something — the Lucas shuttle metering system — arrived in 1962 on the new BRM V8. Originally developed late in the war for use on the Rolls-Royce Merlin, it had been experimented with on the Jaguar XK120C Le Mans car (along with an SU competitor) and eventually saw ill-fated use in the works Jaguar D-type of 1956. But



it was only on BRM's championship-winning engine, and then the Coventry-Climax V8, that it really came to prominence.

Lucas's system was mechanical in that it incorporated no electronic control, but not in the sense of being like a rotary diesel pump or Bosch's complex one-plunger-per-cylinder unit. Fuel pressure of about 100psi (6.9bar) was generated by an electric fuel pump, the mechanical action of the fuel injection assembly relating solely to the metering and distribution of the fuel.

Central to its operation was the shuttle itself; a small freely moving piston mounted within a rotating sleeve. The position of a control stop, which was adjusted via a cam, determined the distance the shuttle could move and hence the amount of fuel delivered; the rotating sleeve, driven at half or quarter engine speed via the camshaft drive or a flexible toothed belt, opened and closed ports in its housing to admit fuel from the pump and direct the metered charge to the appropriate cylinder. Opening an inlet port at one end of the sleeve forced the shuttle to eject fuel through the open outlet port at the other, while at the same time ingesting the next charge. Distinctive transparent nylon pipes — chosen because, unlike rigid lines, they were unaffected by engine vibration — carried the fuel from the distribution unit to the poppet valve injectors, located in the inlet tract of each cylinder. Mixture control was via inlet manifold vacuum, with correction for barometric pressure.

Although costly because of the precision machining involved, it was compact, reliable, accurate, much simpler to maintain than difficult-to-balance multiple carburettors, and released more power as well as saving fuel. In conjunction with the Lucas OPUS (oscillating pick-up system) contactless ignition, introduced later, it formed a complete fuelling and ignition package for high-performance six and eight-cylinder engines, one which just about everyone in F1 came to use. Not until full electronic control of spark and spurt became possible in the early 1980s was it finally outmoded.

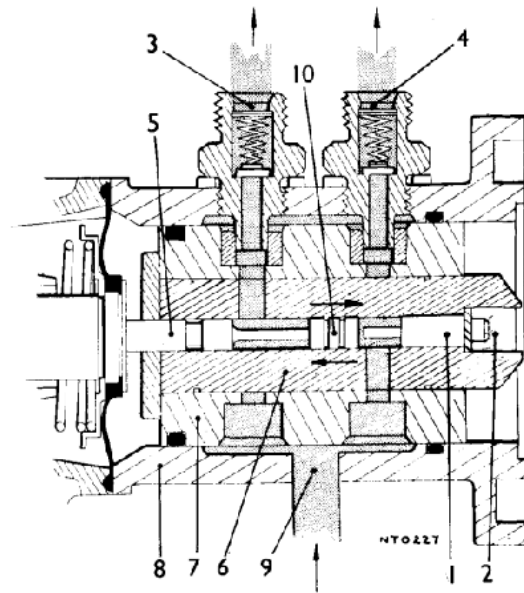


Inexplicably, Lucas made no marketing capital out of this success, right up until it ceased manufacture of the system in 1984, when the old Lucas Gas Turbine factory in Liverpool closed down. Next time you hear the old 'Lucas, prince of darkness' gag, you might want to enlighten its teller.

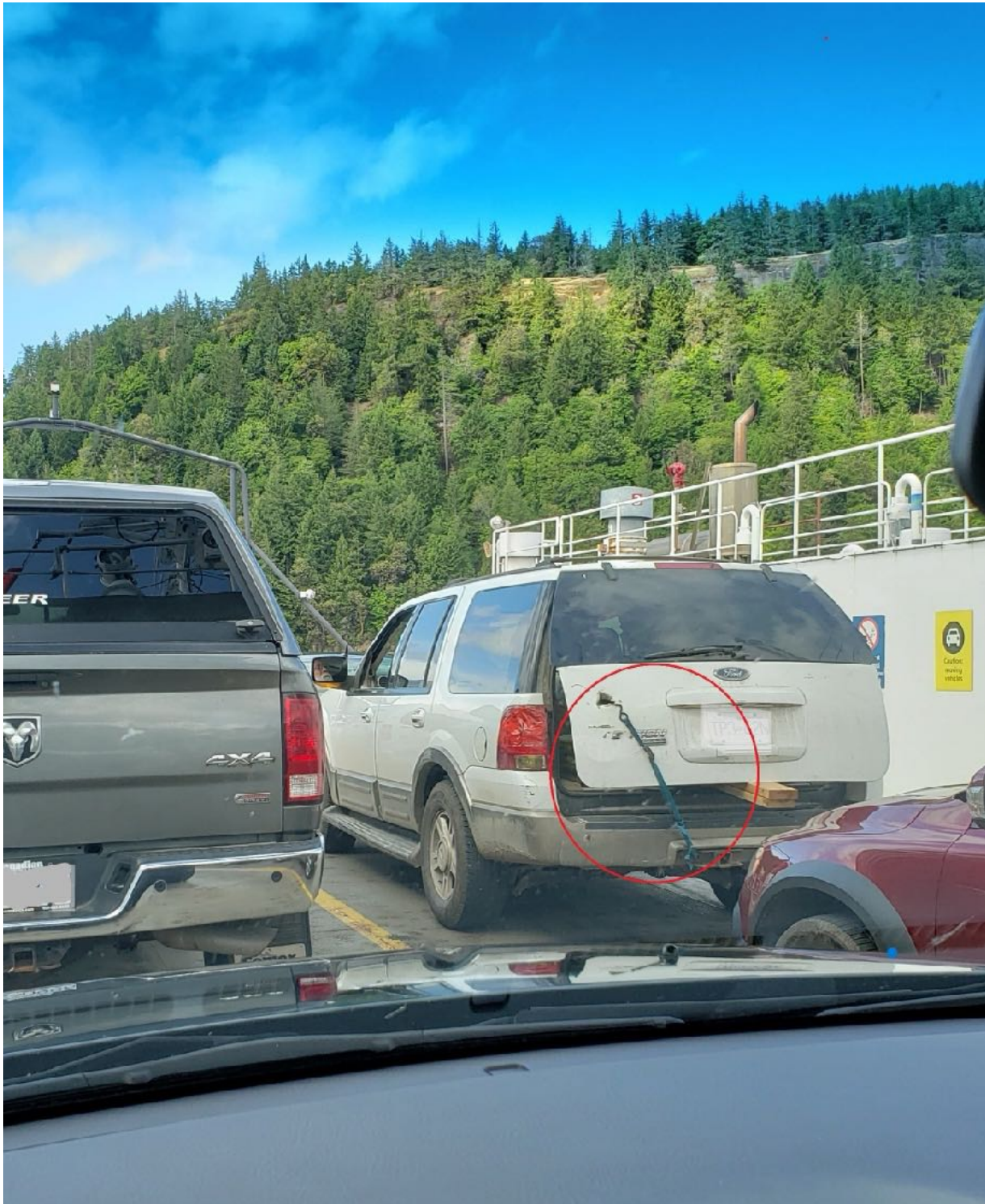
Thanks to Bob Blurton of BBI for his help in preparing this feature

Motorsport 2000

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



## TR TIDBITS



Seen by Jonathan Clegg on the Denman to Hornby ferry recently, an innovative method of securing your tailgate when carrying a long load





## TR TIDBITS, Cont'd

Sometimes I run across a random photo that reminds me why my body sounds & feels the way it does... Dad was right- someday I'll pay for doin that shit.. 😏😱👁️



Submitted By Lee Cunningham



**Events Listed Below may be postponed or cancelled without notice**

| <b>July 2025</b>     | <b>EVENT</b>                                                   | <b>DETAILS</b>                                                                                                                                       | <b>LINK</b>                      |
|----------------------|----------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|
| July 7-8             | BCTR Couples' Run<br>Coast Mountain Circular route             | TBA                                                                                                                                                  | <a href="#"><u>BCTR Home</u></a> |
| <b>SEPT 2025</b>     | <b>EVENT</b>                                                   | <b>DETAILS</b>                                                                                                                                       | <b>LINK</b>                      |
| September 10         | BCTR Evening Meeting Run                                       | TBA                                                                                                                                                  | <a href="#"><u>BCTR Home</u></a> |
| Sept 11 -14          | ATDI 2025<br>Port Angeles, WA                                  | All Triumph Drive In<br>Hosted by TYEE<br>Registration opens TBA                                                                                     | <a href="#"><u>ATDI</u></a>      |
| <b>Oct 2025</b>      | <b>EVENT</b>                                                   | <b>DETAILS</b>                                                                                                                                       | <b>LINK</b>                      |
| October 18           | Harrison Hot Springs Run                                       | Start location: Chevron Station<br>32700 Lougheed Hwy, Mission.<br>Meet: 10:00 am - Leave: 10:30 am<br>Picnic at Green Point.                        | <a href="#"><u>BCTR Home</u></a> |
| <b>January 2026</b>  | <b>EVENT</b>                                                   | <b>DETAILS</b>                                                                                                                                       | <b>LINK</b>                      |
| TBA                  | Annual Banquet                                                 | TBA                                                                                                                                                  | <a href="#"><u>BCTR Home</u></a> |
| <b>February 2026</b> | <b>EVENT</b>                                                   | <b>DETAILS</b>                                                                                                                                       | <b>LINK</b>                      |
| February 10          | Drive Your Triumph Day<br>Anywhere or right here or over there | Take a photo of your Triumph on<br>Feb 10th and email to:<br><a href="mailto:driveyourtriumphday@gmail.com"><u>driveyourtriumphday@gmail.com</u></a> | <a href="#"><u>DYTD</u></a>      |





| <b>EXECUTIVE</b> |                |                          |
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| Membership       | Andy MacLean   | bctrmembership@gmail.com |

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|---------------------|---------------------|------------------------------------------------------------------|
| Advertising         | Position Vacant     |                                                                  |
| Calendar            | Stephen Pallavicini | BCTR.calendar@gmail.com                                          |
| Club Archivist      | Andy MacLean        | bctrmembership@gmail.com                                         |
| Club Assets         | Jerry Goulet        | jerry.tr3a@gmail.com                                             |
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| Publication Editors | Stephen Pallavicini | <a href="mailto:stephenpall@gmail.com">stephenpall@gmail.com</a> |
| Publication Editors | Bryan Wicks         | bwicksTR3@gmail.com                                              |
| Regalia             | Andy MacLean        | <a href="mailto:bctriumph@gmail.com">bctriumph@gmail.com</a>     |
| VTR Liaison         | Lee Cunningham      | l_cunnin@hotmail.com                                             |
| Webmaster           | Jerry Goulet        | jerry.tr3a@gmail.com                                             |

| <b>TECHNICAL REPS</b> |                  |                                                          |
|-----------------------|------------------|----------------------------------------------------------|
| TR2/3/3A/3B           | Bryan Wicks      | bwicksTR3@gmail.com                                      |
| TR4/4A                | John Finlayson   | john_finlayson@telus.net                                 |
| TR5/250               | Brian Thomlinson | thomlinson2@shaw.ca                                      |
| TR6                   | Ken Nicoll       | <a href="mailto:kdntr6@gmail.com">kdntr6@gmail.com</a>   |
| TR7/8                 | Charlie Dooley   | <a href="mailto:cdooley@telus.net">cdooley@telus.net</a> |
| Spitfire and GT6      | Barry Puffer     | bpuffer1@shaw.ca                                         |
| Triumph Other         | Lee Cunningham   | l_cunnin@hotmail.com                                     |