



TRIUMPH HERITAGE

March 2011



Three rare ladies



*From top: Triumph Fury
Triumph Conrero
Triumph Italia*

A QUARTERLY NEWSLETTER FOR THE TRIUMPH ENTHUSIAST FROM THE
BC TRIUMPH REGISTRY. WEB: www.bctriumphregistry.com
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From the editors

Well here we are back again. It's been two years since we were editors. Allan has done a great job and we hope to carry on the legacy. It must be said right off that the newsletter is only as good as the content. If you, the members, don't contribute to its content then you're missing out on the pleasure of having your thoughts published and shared. In this issue, every article except one (Nigels), has been submitted by either Allan or Trish. There are several club members who contribute on a regular basis. We thank them, but there is an unreasonable expectation that we'll fill in the blanks. We shouldn't have to, we're editors not writers. So please, make this the year you submit something for the newsletter. It can be an article on an event, your thoughts on items discussed at a meeting or photo's. Send them in any format, we'll work with it. We need your help to keep the newsletter fresh.

Cheers, Trish and Adrian

TRIUMPH HERITAGE is published four times per year (March, June, September and December) by the BCTR and is distributed to its members as part of their annual dues. If you wish to receive the newsletter on a regular basis you must be a paid-up member. If there is an error in your name or address or your have moved, please let Trish know as soon as possible by email to dulden@telus.net. We accept no responsibility for errors or omissions. Opinions expressed are those of the authors and do not necessarily reflect those of the BCTR executive or its membership.

President's Message

Happy New Year! This year, instead of creating and printing the Newsletter, I now have to submit my President's message.

The passing of John Hunt's wife, Joan, in early February, was a blow to us all. A lovely service was held in Coquitlam and was well attended by Joan's BCTR buddies ... she will be missed. John has asked me to pass on to all the members, his thanks and appreciation for our support in his time of sorrow.

The weather has been a little grubby for our fine, English sports cars, but the outlook for the year is great. I am looking forward to the weather warming up and getting out to the garage to get my TR3 ready for spring. I have a few small projects planned for it, but mostly hope to just drive it!

The new Sunday Brunch & Drive will add more social and driving events for the club. The first event was a great success, attended by about 40 people .. the second event was dampened by an unseasonable snowfall and had only about 12 hardy souls partaking. From this point onward, we should be getting more drives in to compliment the fine dining.

With the ABFM highlighting the TR6, we should get a great turnout of Triumphs, with a large number of usually hidden-away TR6's making an appearance. Greg Winterbottom talked to Joan Stewart who agreed to consider splitting the TR6's into two classes, early and late, depending on the number of entries.

I look forward to serving as your President for the next two years and would ask that you contact me directly with any ideas you think can make our club even better!

Allan Reich
President, BCTR
1960 Triumph TR3A

Distance Memberships

IF YOU LIVE OUTSIDE THE FOLLOWING BOUNDARIES:

NORTH: MAPLE RIDGE
EAST: ABBOTSFORD
WEST: LIONS BAY
SOUTH: US BORDER

YOUR DUES ARE \$ 25 PER YEAR OR \$ 35 AFTER DECEMBER 31st.

***** Change in Dues Renewals *****

Lower Mainland Memberships

MEMBER DUES ARE \$35 PER YEAR AND ARE DUE ON DECEMBER 31st. RENEWALS PAID AFTER DECEMBER 31st ARE \$ 45.00

SEND TO: BCTR, C/O BOB MCDIARMID,
5017 214A STREET,
LANGLEY, BC, CANADA V3A 8K9

Family Memberships Family memberships are \$15 extra for households that have two continuously active members. The second member is entitled to vote at all regular BCTR meetings, however there will be only one printed newsletter and calendar issued per family.



Joan Hunt

Joan HUNT passed away peacefully on February 4, 2011. Born in Prestwich, England on March 20, 1932. Joan is survived by her loving husband of 54 years, John; sons Jim, Steve and Russ; daughters-in-law Shannon and Glo; grandsons Tyler, Ryan, and Jordan; grand-daughters Kelsey, Brittany and Samarah; and great-granddaughter Abigail. John and Joan started a new life in Canada via the 'Queen Mary' to New York, then crossed the USA to Vancouver in 1957, and managed to hew out a good life in this wonderful part of the world and helped to contribute to its population! We will all miss this lovely lady who brought a lot of love to our lives. Her ready wit, smile and sense of humor lit up our lives.

In lieu of flowers, donations can be made to the Heart and Stroke Foundation.

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### **Celebration of Life for Joan Hunt**

A fairly large contingent of BCTR members showed up at the Burquitlam Funeral Home, to say our goodbyes to Joan Hunt, who passed away February 4<sup>th</sup>. The ceremony was lovely with a presentation by John and his eldest son. There were pictures from way back in England and their wedding and lots of pictures of John and Joan and their children through the years. About a dozen brave souls brought out their Triumphs as a tribute to John and parked them in the front row of the parking lot. Joan will certainly be missed.

Submitted by Allan Reich



## ***CNN Money -10 dirt cheap collectible cars***

1974-80 Triumph Spitfire 1500 Current Value: \$5,000

The "last man standing" in the slow decline of British sports cars in America, the Spitfire is nearly the ideal of its type. Its long, graceful nose and crisp driving style -- greatly helped by the car's extremely light weight -- make the Spitfire a unique experience. Some drivers will find the nearly skateboard-high ride height a trifle terrifying in a world with SUV bumpers aimed at your head.



Cars like this and the stubbier MG, ultimately inspired the modern Mazda Miata which offers a similar experience in a safer and more dependable, but more expensive, package.

As of February 18, 2010

### ***Lucas: Prince of Darkness***

The Lucas Electrics motto: "Get home before dark."

Lucas--inventor of the first intermittent wiper.

Lucas--inventor of the self-dimming headlamp.

The three-position Lucas switch--DIM, FLICKER and OFF. The other three switch settings--SMOKE, SMOLDER and IGNITE.

The original anti-theft devices--Lucas Electric products.

"I've had a Lucas pacemaker for years and have never experienced any prob...

If Lucas made guns, wars would not start either.

Did you hear about the Lucas powered torpedo? It sank.

It's not true that Lucas in 1947, tried to get Parliament to repeal Ohm's Law. They withdrew their efforts when they met too much resistance.

Did you hear the one about the guy that peeked into a Land Rover and asked the owner "How can you tell one switch from another at night, since they all look the same?" "He replied, it doesn't matter which one you use, nothing happens!"

Back in the '70s Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which didn't suck.

Why do the English drink warm beer? Lucas made the refrigerators, too.

Alexander Graham Bell invented the Telephone.

Thomas Edison invented the Light Bulb.

Joseph Lucas invented the Short Circuit.

Recommended procedure before taking on a repair of Lucas equipment: check the position of the stars, kill a chicken and walk three times sunwise around your car chanting: "Oh mighty Prince of Darkness protect your unworthy servant."

Lucas systems actually uses AC current; it just has a random frequency.

Borrowed from the Twin Bay British Car Club and Bernies British Cars by Trish

## **Welcome Our New Members !**

***Ted and Suzette Isherwood*** Car(s): 1966 TR4A

***Colin Pinkerton*** Car(s): 1974 TR6

***Eric and Patricia Vance*** Car(s): 1962 TR3A

**Thanks to Bob McDiarmid—Membership Co-ordinator**

## ***A Triumph of Italian origin***

***By Nigel Matthews***

***Sometimes one assumes, quite logically, that a British car is a British car.***

Yet three of the most beautiful Triumph sports cars ever produced were designed by an Italian, Giovanni Michelotti. The Conrero, Fury and Italia were the result of Michelottis' relationship with Triumph that dates back to 1956. The Italian began with the Standard Vanguard and continued with the Herald, Spitfire, GT6, TR4, 2000, Stag and Dolomite. He did not have any involvement with the TR6 or TR7.

Triumph formed a works racing department during the 1950s and achieved some success in rallying and at legendary Le Mans. For the 1959 Le Mans race, they unleashed the TR3S, fitted with a more powerful 2.0-litre, twin-cam engine. The front cam covers resembled the curvaceous part of a woman's body, the kind of ladies featured in the Benny Hill TV series. As a result of these shapely forms, the engine was nicknamed "Sabrina."



The TR3 was very heavy and about as aerodynamic as a manhole cover, so Michelotti was asked to design a sleek body, and Virgilio Conrero was contracted to build a lightweight multi-tube frame. The Conrero was a knockout for its era — the front resembled a Ferrari 375 MM while the rear looked more like a TVR Grantura Series I, fitted with Austin Healey Sprite tail lights and recessed turn signals.

As soon as the project was completed the Triumph racing division was disbanded and the four works cars were sold and shipped to the USA. The only serious track time seen by the Conrero was in 1963 when it was entered in the Sebring 12 hour race by Keymo Motors. It placed fifth in its class. Visit this website: <http://www.racingsportscars.com/results/Sebring-1963-03-23.html> for the impressive entry list and to see the cars that it beat.

The TR3 Conrero was purchased by an obsessive collector who spent years tracking it and other works cars down, and repatriated them to England during the mid-'80s. It had been hidden away ever since, but finally saw daylight last year when it joined five other TR3 works cars at the Brooklands Museum reunion. Works competitor and Vancouver resident Dr. John Heathcote, who competed in the TR3, was at the Brooklands reunion and graciously supplied the photo that accompanies this story.

***Nigel Matthews*** is the sales and marketing executive for Hagerty Canada ([www.hagerty.com](http://www.hagerty.com)).

## BCTR Annual Banquet



Held on January 15th, the BCTR Annual Banquet was well attended in spite of the weather requiring raincoats and umbrellas. Outgoing club president Jerry Goulet presented a cheque for \$ 1000 and the proceeds of the nights reverse 50/50 draw to the Make a Wish Foundation. Incoming club president Allan Reich was awarded Member of the Year 2010 and Vito Donatiello, the "door prize". Casey Van den Dorpel outlasted everyone in the reverse 50/50 draw to win a nice cash prize. Many thanks to everyone who donated door prizes, especially Heather from BCAA who donated several gas cards.



THE GREATEST  
SHOW ON  
BRITISH WHEELS

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**2011**  
SAT MAY 21

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**TRIUMPH  
TR6**

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TRIUMPH BONNEVILLE

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VANDUSEN BOTANICAL GARDEN | 37TH & OAK ST | SATURDAY MAY 21  
**WIN A TRIP FOR TWO**  
Register your British Classic at [www.westerndriver.com](http://www.westerndriver.com)

Traditionally the BCTR hosts a post-ABFM Barbeque. This year it will be a Dennis and Pat Nelson's in Delta. Cost is usually \$ 10.00 per person and please be prepared to bring your own chairs and libation of choice.



## ***Kit Heathcote presentation at January 12th Meeting***



Kit Heathcote, who worked for Standard Triumph from 1947 to 1957, and was rally partner/co-driver with Ken Richardson, gave a talk and slideshow at the BCTR January meeting. He was accompanied by his son, John Heathcote, also is an enthusiastic Triumph owner and collector.

Kit guided us through about 30 slides, showing a couple of rallyes across Europe in a Triumph Works TR2 (Licence # OVC 276). He described the driving all night, problems getting a tyre fixed, finishing a rallye with a broken rear spring and the success of the Triumph Works' cars in the mid 1950's.

He also had some slides of a trip to Europe in 2008, where he met with a Belgian named Pascal Quirynen, who purchased the original OVC 276 and restored it to immaculate condition. They met at Brooklands Historic race track in England, with four other owners of Triumph Works' cars, both racing and rallye cars. His pictures of the old banked race track were fantastic.



It was a great evening and wonderful to have a person connected with early TR history. Kit also remarked he wouldn't have believed that almost 60 years later, there was still an avid interest in Triumph cars. Kit lives in Ottawa, but gets out to BC to visit his son, John and family, who live in Fort Langley.

Pictures are: OVC276 then—Brooklands five with OVC276 in the middle! - OVC276 in 2008 with Kit and John

Thanks to Allan Reich

## Change of Ownership in Octagon Motors

On February 25<sup>th</sup>, I attended an Open House at Octagon Motors to celebrate Colin Fitzgerald's retirement and meet the new owners. Colin bought his first MG (a 1952 TD) in 1971 (he still has it) and started Octagon Motor Group in 1979. A cake was prepared with a picture of Colin on it (in white tails), along with a nice spread of veggies, meats, cheese and breads (and there was wine and beer for celebrating the occasion).



The new owners are a group of four buddies, who have been together since the early days at University Hill School. They are all car guys and motorcycle guys. The managing partner is a fellow named Sean Ellickson and his silent partners are David Cubitt, Oliver Young and Cameron Lusztig.



(Pictured are, from left, Colin Fitzgerald, Sean Ellickson, David Cubitt, Oliver Young, Cameron Lusztig).

I asked Sean to give me a few words about his new role and they were:

*"Octagon Motor Group's new owners look forward to growing the relationship with the Triumph Club. As Triumph enthusiasts and previous owners of TR3s and TR4s, we have a great appreciation for the Triumph marque. We are passionate about providing effective support for our customers and look forward to enhancing the already strong relationship between Octagon Motor Group and the Triumph club."*

*"I look forward to introducing myself at a future club meeting and describing the changes underway at Octagon. I also welcome any comments from you on how you think we can improve our level of support to the club. Until then, happy motoring!"*

*Submitted by Allan Reich*

## *Triumph Italia*

By the early 1960s, the world's automakers had figured that tapping the Italian coachbuilding industry for beautiful designs and inexpensive, skillful manufacturing was a smart choice for low-volume halo cars. At times, the Italians tapped the British automakers for a proven chassis and mechanicals; this was the case for a very special Triumph, the rare and beautiful Italia 2000.

The Italia 2000 coupé was the brainchild of Standard-Triumph's Italian importer, Dr. Salvatore Ruffino of Naples. Ruffino, who bought the rights to distribute Triumphs in Italy in 1957 and formed C.E.S.A.C. for this purpose, wanted to build his own Triumph-based closed sports car, and he approached Carrozzeria Zagato for design proposals. Not pleased with Zagato's designs, he turned to stylist Giovanni Michelotti.



It was in 1957 that Triumph was thinking about updating the elemental TR3 sports car; they too turned to Sr. Michelotti for designs of the 1960 "ZEST" and 1960-'61 Le Mans twin-cam TRS racer-based "ZOOM" prototypes, which shared visual traits with the Ruffino coupé and would, like the Italia, directly influence the forthcoming TR4. Carrozzeria Vignale of Turin took delivery of 13 standard TR3 chassis, and constructed three Ruffino prototypes to Michelotti's designs on an assembly line adjacent to that of the Lancia Appia convertible.

The production steel-bodied Italia coupé debuted at the 1960 Turin show and initially, one car a day was built. The Italia used a blend of body-on-frame and monocoque construction, in that fenders were integral parts of the main body, which was welded to the chassis near the back of the passenger compartment and bolted on elsewhere. Each car was unique, owing to the hand-built status, and a small number of late cars were built on the modified TR3 B chassis.

Ruffino wanted to sell his coupé worldwide, and the verbal agreement he made with Standard-Triumph's Italian representative to have every Triumph dealer purchase an Italia (720 in all) was the means to this end. His planned construction of 1,000 units between 1960 and 1962 didn't happen: Standard-Triumph was in poor financial shape by 1960, would withdraw their network dealer sales support after being taken over by Leyland Motors in 1961, and the supply of TR3 chassis dried up after 321 were delivered. In addition, the cost of the Italia coupé, which was over \$1,000 more than that of the open TR3, led to slow sales. It's believed that between 40 and 50 cars were imported to the U.S. between 1960 and 1962.

Sadly, Dr. Ruffino lost a great deal of money and his faith in Triumph over the failure of the Italia. It's been reported he was so angry that he destroyed many of the coupé's original drawings and documents. Its story is complex and its history convoluted, but the Italia 2000 is so much more than simply a rebodied TR3. The ensuing 40 years have transformed it from a used curiosity to a highly sought car, heralded by coach-built car fans and the Triumph faithful as special in its own right.

This article originally appeared in the December, 2008 issue of Hemmings Motor News

Author: Mark J. McCourt

submitted by Trish



## ***Fury: an E-type for the masses***

*The Triumph Fury was a little more than a motorshow crowd pleaser - it was a hint at what Triumph could really achieve with its sports car range during the Sixties.*

*An article by Mike McCarthy in the 3rd August 1974 issue of 'Motor' magazine described two Triumph prototypes then in private ownership. One, variously named TRX or Bullet, was a bulky two-seater tourer of 1950 aimed exclusively at the US market. It appeared to be a near doppelganger of the Austin A90 Atlantic, and seemed every bit as undesirable.*



*Far more intriguing was the Fury prototype, dating from 1965. McCarthy speculates as to the intent behind this graceful Michelotti-styled two-seater sports car superficially resembling a larger Spitfire. The prototype appears remarkably well resolved and production-ready unlikely either to be a motor show concept car or a development hack. The drivetrain and chassis components are significant. Built in the same year that the TR4A was launched, the prototype uses the 2000's six-cylinder engine and MacPherson strut front and trailing arm rear suspension in a monocoque bodyshell, a first for a Triumph sports car. Other notable features were pop-up headlights and a dashboard design perfectly redolent of Canley products of the era.*

*The author makes mention of drawings of a Fury with a V8 engine, presumably a slant four derivative, and, perhaps more intriguingly, notes that Macpherson struts were under consideration for the rear as well as the front suspension.*

*To any reader with a reasonable familiarity with Triumph componentry, the easy conclusion would be that the Fury represented the first step in the evolution of the Stag. The 'Motor' article correctly rejects this notion, reminding us that the later car was first conceived by Michelotti as a one-off show car at the time of the 'Innsbruck' facelift of the big Triumph saloons, and adopted for potential production by Harry Webster before ever appearing in public. Thereby did British Leyland stumble serendipitously into producing their sub Mercedes SL boulevardier...*

*The only credible explanation for the emergence of the Fury is that Triumph management realised, even in 1965, that the separate chassis TR, even in its evolved form, was far too blunt an instrument to remain competitive in the United States market into the late sixties. Given that even the TR4 was still underpinned by a considerable amount of Phase 1 Vanguard hardware, the opportunity to rationalise components with the then-current saloon range must have been attractive. With its very characteristic mid-sixties Triumph detailing the Fury prototype pictured conveys the superficial impression of being a 'Big Spitfire', - the chosen name reinforces this idea. However in 1965, it could as readily be seen as a scaled down E-Type, with a far broader potential appeal than the rather agricultural TR4.*



*It is worth noting the intensity of activity in the sector at the time as British, Italian German, and Japanese manufacturers launched new products in pursuit of American sports car buyers' dollars. 1965 was the launch year for the Alfa Romeo Duetto, Fiat's 124 Spider and Dino would follow a year later and the Porsche 911 was already well established. The quantity in which the Datsun Fairlady was selling in the United States could not be disregarded, but probably was in Coventry. Closer to home it must have been common knowledge that BMC, still a competitor, were developing a six cylinder MGB, and were shortly to cease production of the Austin Healey 3000, the car probably closest to the TR in character, both being invariably described in journalistic cliché as 'hairy-chested'.*



*The Fiat Dino (pictured), in particular, makes an intriguing comparison with the Fury. Although a premium low-volume product making much of its Ferrari designed and built V6, the resemblance of Pininfarina's spyder to the Triumph prototype is uncanny, underneath similarities continue, with six cylinder engines of the same capacity and far more sophisticated interiors than the contemporary norm. The Dino 206 had a live rear axle, but the all-round struts of Triumph's wish list featured on the 1969 246.*

*The voluptuous front and rear wings of either car may have served the practical purpose of accommodating the required strut towers.*

*It seems wholly likely that the Fury fell victim to the 'make do and mend' mentality, which contributed to the ultimate demise of most of Leyland's constituent marques, when it was realised that 1940s components and production machinery had no hope of competing in the second last decade of the twentieth century. The opportunity the Fury project presented to Triumph's management was to offer a product which could be produced in greater numbers, at lower cost and compete in more lucrative market sectors. The downside was high development and tooling costs in comparison to prolonging the life of the separate chassis TR series.*

*As we now know, Triumph chose the latter alternative. Perhaps in some ways they were vindicated in their decision. In 1968 the TR5 was launched with the 2½ litre fuel injected six-cylinder engine the Fury would almost certainly have used. Only 15 months later it was itself superseded by the TR6, whose Karmann rejuvenated nose and tail concealed mechanicals scarcely changed from its immediate predecessor. The TR6 remained in production up to 1976, and until the TR7 was by far the best selling of the series.*

*Although it has now unquestionably attained iconic status, the TR6 was not the definitive volume-produced sports car of the first half of the 1970s. That car came not from Coventry, UK but from Zama, Japan and mirrored the Fury prototype uncannily in proportions and technical specification. Missing the chance to beat the Datsun 240Z to the market by at least a year can therefore be added to the long list of opportunities missed by our indigenous motor industry.*





**Northwest Triumph owners have filled up the 37 rooms at the Stewart Lodge and 10 of the 40 rooms at the Best Western Snowcap Lodge! We have added 20 more rooms as overflow at the Cle Elum Travelers Inn.**

**2011**

## ALL TRIUMPH DRIVE-IN

**AUG 12-14**

**Cle Elum**

**Washington**

Here is the contact information.

**Best Western**  
**509-674-0200**

[bestwesternwashington.com/hotels/best-western-snowcap-lodge](http://bestwesternwashington.com/hotels/best-western-snowcap-lodge)  
\$103.99 1-2 persons   \$109.99 3 or more persons

**Cle Elum Travelers Inn**

**1-877-747-8713**

**509-674-5535 direct**

[cleelumtravelersinn.com](http://cleelumtravelersinn.com)

\$45 single   \$50 double

Refer to the *All Triumph Drive In* to obtain the special room rates

**We highly recommend booking your room now because Cle Elum is a small town and you can cancel up to July 12 with no charge at any of these hotels. You can walk from the Best Western to the Stewart Lodge or drive there in a few minutes from the Travelers Inn. There is plenty of parking for all Triumphs at the Stewart Lodge parking area during the weekend where Registration and the Beer tent will be located.**

**Registration forms will be available in February.**

See your clubs newsletter, the Tyee website ([www.tyee triumph.org](http://www.tyee triumph.org)) or e-mail Mary Hogan, Registration Manager at [MAGDAH@comcast.net](mailto:MAGDAH@comcast.net)

### **Friday:**

Tyee will welcome your arrival at the Beer tent located at the Stewart Lodge parking area. The tent will be next to the reserved *Triumph Only Parking* area so that you can watch the action while enjoying light snacks and a cold beverage.

Dinner will be on your own. A list of Cle Elum and Roslyn restaurants will be in the ATDI Guide. After dinner be sure to come back to the Beer tent to relax and chat.

Besides sunny weather, Cle Elum is also known for its famous bakery-located approx. 7 blocks from the Stewart Lodge.

The town of Roslyn where the TV show *Northern Exposure* was filmed, is only 6 miles away. Roslyn offers a number of interesting bars, restaurants and points of interest.

### **Saturday:**

Instead of a traditional car show Tyee has planned a European style tour through some of the scenic Eastern Washington countryside. Your official ATDI 2011 photo will be taken at the start of the tour.

All Triumphs will be able to participate (no high speeds, no dirt roads, and lots of scenery!) and will be led by Tyee members familiar with the route. You also will find printed instructions in your ATDI Guide.

The tour will start at the Centennial Center in the heart of Cle Elum where the Banquet will be held later that evening. There will be several stops along the tour and a catered BBQ lunch will be provided in Ephrata at the Oasis Park.

After finishing the drive we hope you will stop by at the registration desk and let us copy some of your pictures from the day's activities so that we can show them on the big screen at the Banquet.

The Beer tent will be open before and after the Banquet to socialize and admire more Triumphs. This tour will let you experience the road and the scenery from your Triumph with fellow TR owners- it will give you a chance to see, hear, smell and enjoy a pack of Triumphs heading down the road!



### **Sunday:**

Sleep in, chat with new friends, prep the Triumph for the drive home, and get one last breath of Cle Elum's pine-scented air.

***Tyee has gone all out to make this a special weekend and we hope to see you there!***



## Minutes of November 10th, 2010 BC Triumph Registry Monthly Meeting

In the absence of Pres. Jerry Goulet, Vice Pres. Brian Thomlinson conducted the meeting, the meeting being called to order at 7:55 p.m. with 21 members and 1 guest in attendance.

The Chairman made opening comments and then requested new members and guests introduce themselves.

Bruce Banman introduced himself, lives in Abbotsford, is renewing his membership, has a '60 (58) TR3A, doing a ground up restoration and hopes it will be completed by May. Has a '63 TR4A from Nevada (passed around photo album) for sale.

Jim Latham Vintage Racing Club of BC, made remarks about vintage racing and some rule changes coming up that may affect Triumphs. At one time looked to purchase GT6 but then raced Volvo 122S. Retiring from racing, hopes to sell Volvo in Canada but car may end up going to US.

Dale Warcup introduced himself, has Spitfire.

Kay Warcup has 2 Heralds.

Kara Scott expecting, due date Mar, 2 TR7s

Brian Scott second TR7 sitting for 11 years. Getting things sorted out for Kara on second car.

Wayne Hardy has had a TR6 for a few weeks. Just sold his '72 Olds Cutlas 2 door coupe. The 6 came from Alberta therefore needs safety inspection.

The Chairman noted minutes from the last meeting were not presently available. (A humorous moved, seconded and APPROVED followed)

Bob McDiarmid gave the membership report stating there are 20 members paid up for next year. He stated there are some concerns about individual's information to be contained in an upcoming membership roster that will be distributed to the membership. He's sending around the current roster so members in attendance can confirm or advise their wishes about information included in their individual entry.

Barry Puffer gave his customarily succinct treasurer's report stating finances are fine. Has a concern about some outstanding cheques that have not been cashed as of yet.

### Events

Fall Colors - Only 2 cars went. Harry Sharpe & Denis Thompson. Denis reported lovely drive, weather beautiful.

Cloverdale Fair Grounds car show - Trish described.

London to Brighton commemorative run - success

Cruise for Kids / Toy Run - 100 door prizes. 52 draws ended at Langley Civic Centre. Best costume & best decorated car prizes. \$14,000 plus mountain of toys to Christmas Bureau.

Boxing Day Run - Vintage Car Club - December 26th

BCTR Annual Banquet - \$35 pp to Robert Strath Pre-order required, menu sent out by email to members. Some cheques handed in to Jeannette Puffer

Anything But Triumph Rally for Feb? Looking for ideas The Chairman volunteered, may end up being combined with Pat O'Brien Rally (in March)

### New Business

The Chairman commented on 76 TR6 coming back from Germany on restored car without proper VIN plate. Frank Van den Dorpel helping owner sort out.

Comment that Spitfires popular car in Germany, large volume of Spitfire parts sent there .

Jeannette has printed out new club business cards and distributed some to members in attendance Space for signature and phone number of presenting member, a nice club introduction. Well done, Jeanette. Thank you.

Bob McDiarmid commented on Cortina engine parts.

Jim Layton spoke about vintage racing and Contina engines

The Chairman adjourned the meeting at 8:45. Next meeting: December 8th, 2010

(Some discussion continued after meeting adjournment to the vexation of the minute taker)

11 peripatetic members retired across Kingsway to Me & Ed's Pizza

# BCTR Meeting Minutes

December 8, 2010

There were 30 members present

## President's Opening Remarks:

Jerry thanked Linda and Larry Spouler for their efforts for producing the BCTR Calendar. Again Jerry invited members to step forward for running for the executive positions. The December 2010 Newsletter was distributed and a big thank you to Allan Reich for another great edition.

There was a discussion about the BCTR making a donation to charity. It appears that there are numerous good causes from bursaries, food banks, and community groups. After a lengthy discussion Jeanette Puffer proposed a motion to donate \$1000 to each of Kruse for Kids & Make a Wish foundation. All in favour of this motion. Linda indicated that a spokesperson from the Make a Wish Foundation may give a short presentation at our annual banquet.

Trish has volunteered to further research some of the charities which were discussed and prepare a form so members can submit nominations.

## Secretary Reports and Correspondence:

Ken Bemister prepared the November minutes which were circulated and accepted. All new correspondence was included in updates to our website.

Treasurer's Report: Barrie Puffer stated the banking was up to date. Barrie reminded the group that we must leave venue by 9:45 pm.

## Membership Report

Bob McDiarmid reported that the members were submitting their dues. For paid up members a roster was distributed which includes the members name, telephone number, car and email address.

## Editor's Report & Webmaster

Allan was thanked for another excellent edition of the Newsletter. The cover of this edition had a good picture of the Puffer's 1972 Spitfire. Allan spoke about the website and that updated software could facilitate efficiencies in the production of the Newsletter.

## Events

Linda indicated that people planning upon attending ATDI 2011 should book their hotel accommodation early as there is limited space. Information about this event is listed in the circulated Newsletter.

The last Sunday of every month a pub lunch is being arranged; possibly with a drive prior to lunch.

The annual banquet will start at 6:30 pm on Saturday January 15 at Santali Souvlaki House. Larry has arranged for some activities and Dale will bring a PA system. Robert can be contacted for selecting your dinner menu.

## Drives

The Mini Club is planning its annual Pat O'Brien drive and we have been invited to join this charity event.

## Next Meeting

The next meeting will be January 12, 2011. Kit Heathcote has been invited to address this meeting.

Some "Clarksonisms" from BBC Top Gear presenter Jeremy Clarkson...

On the Porsche Cayenne: "Honestly, I have seen more attractive gangrenous wounds than this. It has the sex appeal of a camel with gingivitis."

"Now we get quite a lot of complaints that we don't feature enough affordable cars on the show... so we'll kick off tonight with the cheapest Ferrari of them all!"

Clarkson's highway code on cyclists: "Trespassers in the motorcars domain, they do not pay road tax and therefore have no right to be on the road, some of them even believe they are going fast enough to not be an obstruction. Run them down to prove them wrong."

Illustrating the lack of power of a Boxster: "It couldn't pull a greased stick out of a pig's bottom."

# BCTR Meeting Minutes

January 12, 2011

There were 27 members and 2 guests present

## President's Opening Remarks

Jerry introduced our guests Kit Heathcote and his son. Kit spoke of his rally driving in Europe. He had some of the original photographs and gave a stimulating presentation. This lasted for the majority of the time set aside for our meeting. The members appreciated his attendance at our meeting and a warm thank you was given. They stayed to the end of our meeting.

The cheques were being prepared for our donations to the two charities. Amber from Make a Wish Foundation will attend our banquet to thank the club.

## New Executive

President: Allan Reich elected

Vice President: Robert Strath elected

Treasurer: Barrie Puffer volunteered

Secretary: Ken Bemister volunteered

Membership: Bob McDiarmid volunteered

Trish Moore has stepped forward to be the new Editor

Jerry thanked Linda Spouler for allowing her name to run for president.

## Secretary Reports and Correspondence

The December minutes were accepted. There was no new correspondence. Robert Strath is stepping down as Secretary after four and a half years.

## Treasurer's Report by Barrie Puffer

Barrie reviewed the finances and indicated that the year-end financial statements are being prepared. He had some cheques to have co-signed.

## Membership Report by Bob McDiarmid

Bob stated that the membership was being tabulated.

## Editor's Report and Webmaster Allan Reich

Allan again requested photographs and articles especially for the upcoming banquet. Kay offered to take the photographs. Allan indicated that new software is needed to improve the production of the Newsletter. There was a show of hands to upgrade the software.

Brian Thomlinson thanked the great efforts by Allan for the years he was editor of the Newsletter – all applauded.

## Events by Trish and Adrian

Banquet all organized with some door prizes being requested.

Sunday brunch at Newlands Golf Club for 40 people on January 30.

## Drives

The Pat O'Brien rally is being organized by BCTR, date not yet finalized.

## Technical & Miscellaneous

There was a discussion of where to get decent chrome plating. Specialist Chroming in North

Vancouver was recommended by Larry and others as a reasonable place.

British Motors in Surrey is closing its body parts division. Dale indicated we can get all of the TR parts.

Next meeting is February 9, 2011



## Classified Ads - March 2010

### 1980 Triumph Spitfire 1500 for Sale - \$14,500

Brookland green with tan interior . Car is in mint condition, has been converted to european specs, bumpers have been re-chromed, Robbins cloth top just replaced 2 years ago, has height & rebound adjustable suspension, 1" front & 7/8" rear swaybars, polyurethane bushings, Optima gel battery, 65 AMP alternator, european H4 headlight with city lights, converted to 4x100 mm bolt pattern, HD front hubs & bearings, 15" minilight replica alloy wheels, 195/50/15 high performance tires, Wilwood 4 pot calipers on the front with vented cross drilled rotors, stainless steel brake lines front & back, exhaust header with stainless mandrel bent 2" exhaust front to back, twin SU carburetors with K&N air filters ,converted to Ford C9 5 speed transmission, stainless side engine guards in engine bay, lots of other goodies on car call for more info - also have factory hardtop & various parts available with car. Car has no rust underneath, well known Triumph club car, meticulous owner, car runs synthetic oils top to bottom, oil changed regularly, car runs well & can be set up for auto-cross very easily . Not being enjoyed as much as it should any more due to back injury

Asking \$14,500.00 OBO. - car must be seen to be appreciated, lots of money invested into this car .

Phone Olivier at 604-250-5594 after 6PM or email to [chrinolivier@shaw.ca](mailto:chrinolivier@shaw.ca)

Feb 2011



### 1975 Triumph TR6 for Sale - \$9,500

1975 TR6, red with black interior. New top and dash board. I've owned since Sept. 2007. Car is in good mechanical condition. Any repairs ever necessary were handled very well by Octagon Motors. I've driven the car just over 5, 000 miles mostly on the highway. Small rust in driver's side rocker & a couple of small rust spots on rear driver's side fender.

Phone Ian Nash at 604-681-5659 or 778-835-6422 or email at [iannsh@shaw.ca](mailto:iannsh@shaw.ca).

I will be out of town from Feb.15th until April 1st.

Jan 2011



### 1967 Triumph TR4A IRS for Sale - \$24,000

A move has prompted me to put up for sale my 1967 TR4A IRS that I have owned for 11 years, all of which under Collector Plates. Car was originally shipped to L.A. and spent most of its life in California and Oregon before coming to Vancouver. Car was redone in 2005/06 and is in absolutely pristine condition and is past prize winner in Van Dusen and Rally in the Valley. Engine has been rebuilt and clutch replaced, SU carbs, overdrive transmission, reconditioned rear end, chrome wire wheels, toneau and hood stick covers, original radio, original tool kit, new master cylinders, all original parts used in restoration \$35-\$40K spent. Garage kept under a car cover.

Phone Jay at 604-506-5267 or email at

[jay.walter@bmo.com](mailto:jay.walter@bmo.com)

Dec 2010



### 1975 Triumph TR6 for Sale - \$10,700

1975 TR6, Overdrive transmission, very good condition. 87K miles, New- Top, front tires, battery, electronic ignition, master cylinder and brakes. Drive train rebuilt by previous owner ( I've only put 5000KM on since then). Runs very well. Spare parts include rear wind deflector and roll bar. A few nicks in the paint and the seats and carpet are due to be replaced. Has collector plates.

Phone Mark Evans at 604-317-0758 or email at [mevans@shaw.ca](mailto:mevans@shaw.ca)

Dec 2010



### 19xx Triumph TR3A -Wide Mouth Barn Find (1958????)-offers

Here are some pictures of the barn-find TR3. The vehicle does have a title. The money will go to the Langley Speedway Historical Society. There are a lot more pictures available.

Phone Murray Jones at 778-241-9774 or email at [murmade2000@shaw.ca](mailto:murmade2000@shaw.ca)

Dec 2010



Space constraints limit the number of ads go to [www.bctrumphregistry.com](http://www.bctrumphregistry.com) for more ads and information. BCTR is not responsible for any errors or omissions.

# Spring for some Triumph regalia!



Grill Badge \$20.00



2010 ATDI Ball cap  
\$15.00



Lapel pins \$3.00



BCTR embroidered crest ; 2.5" diameter  
Standard embroidered crest; 2.5" high  
\$10.00

Feel free to browse for any clothing from our BCTR website:

[www.bctr.com](http://www.bctr.com) by following the link under Club Regalia, then view clothing by clicking on the Prostock link. When you find something you want simply send an email or phone Linda Spouler for a price quote. Email: [spoulers@shaw.ca](mailto:spoulers@shaw.ca).

Capricorn One in the UK also offers a wide range of Triumph auto items and you can order directly from them through their website: [www.capricorn1.co.uk](http://www.capricorn1.co.uk), then click on Triumph.

## Events

|                     |                                                   |                                                      |
|---------------------|---------------------------------------------------|------------------------------------------------------|
| March 20th          | Pat O'Brien Rallye (meet 9:15am)                  | Tim Horton's in Sullivan Station, 152nd St & Hwy. 10 |
| March 27th          | Sunday Brunch Run                                 | Don't Bring Your Triumph Drive _ TBA                 |
| April 13th          | BCTR monthly meeting                              | Eastburn Community Centre, 7252 Kingsway, Burnaby    |
| April 17th          | St Georges Day Rallye                             | Fort Langley                                         |
| April 23rd          | 30th Annual La Conner Tulip Rallye                | Cascade Mall, I-5 Exit 230 in Burlington, WA         |
| April 24th          | Hyack Easter Parade                               | New Westminster                                      |
| April 24th          | Vintage Car Club of Canada Easter Parades         | Vancouver, Sardis, Kamloops                          |
| April 29th- May 1st | B.C. Classic & Custom Car Show                    | Abbotsford                                           |
| April 29th- May 1st | Spring Thaw Classic                               | Classic Car Adventures (keep in mind for next year)  |
| May 1st             | Sunday Brunch Run                                 | Drive to Hells Gate                                  |
| May 1st             | Comox Valley Auto, Collectible, Antique Swap Meet | Comox Valley Sports Centre, Courtenay                |
| May 6th / 7th       | E. Wenatchee Classy Chassis Parade/Car Show       | Wenatchee, WA                                        |
| May 6th             | City of Richmond Show & Shine                     | Richmond                                             |
| May 11th            | BCTR monthly meeting                              | Eastburn Community Centre, 7252 Kingsway, Burnaby    |
| May 21st            | All British Field Meet                            | Van Dusen Gardens, Vancouver                         |
| May 22nd            | Whistler Run                                      |                                                      |
| May 22nd            | Vancouver Whistler Okanagan Tour and Run          |                                                      |
| May 22nd            | World of Wheels                                   | Peachland                                            |
| May 26th            | A&W Weekly Cruises Begin                          | Maple Ridge                                          |
| May 28th            | British Classic Car Show @Heritage Festival       | Cloverdale Fairgrounds 176th St @ 64th Ave, Surrey   |
| May 29th            | Sunday Brunch Run                                 | Shannon Falls                                        |
| May 29th            | Boulevard Park Antique Car Show                   | Bellingham, WA                                       |
| June 4th            | Burnaby's Hats Off Day, Show N Shine              | Hastings Street, Burnaby                             |
| June 8th            | BCTR monthly meeting                              | Eastburn Community Centre, 7252 Kingsway, Burnaby    |
| June 10th—12th      | Boys Run                                          | Vernon                                               |
| June 11th           | Newton Community Festival and Car Show            | Newton Community Centre, 7120 – 136B Street, Surrey  |
| June 11th           | BC Historic Motor Races                           | Mission Raceway Park                                 |
| June 17th - 19th    | Seaside Cruizers Show and Shine                   | Qualicum Beach                                       |
| June 18th           | KMS Show and Shine                                | Coquitlam                                            |
| June 19th           | Old Car Sunday in the Park (Father's Day)         | Fraser River Heritage park, Mission                  |
| June 19th           | 21st Annual Sockeye Run Car Show & Shine          | Steveston Park, Richmond                             |
| June 19th           | VCCC Father's Day Show and Shine                  | Vernon Village Green Mall, Vernon                    |
| June 25th           | Ironwood Car Show                                 | Horseshoe Way, Richmond                              |
| June 25th           | BC Highland Games                                 | Coquitlam                                            |
| June 25th           | 12th Annual Show and Shine                        | Royal Canadian Legion, Port Moody                    |
| June 26th           | Sunday Brunch Run                                 | TBA                                                  |
| July 1st            | 6th Annual Classic Car & Truck Show,              | Wallace Street, Hope                                 |
| July 1st            | Canada Day Antique and Classic Car Show           | Ganges, Salt Spring Island                           |
| July 1st            | Gorge Canada Day Picnic                           | Victoria                                             |
| July 1st            | North Shore Canada Day Parade                     | 11th and Grand, North Vancouver                      |
| July 2nd            | Woodys on Brunette Show and Shine                 | 935 Brunette Ave, Coquitlam                          |
| July 9/10           | Royal City Show and Shine                         | New Westminster                                      |
| July 13th           | BCTR monthly meeting                              | TBA                                                  |
| July 17th           | Minter Gardens Classic Car Show                   | Minter Gardens, Rosedale                             |
| July 23rd           | Western Washington All British Field Meet         | Bellevue College, Bellevue, Washington               |
| July 31st           | 10th Annual Kars under the K                      | Keremeos                                             |
| July 31st           | Westcoasters Daze                                 | Semiahmoo Park, White Rock                           |
| July 31st           | Sunday Brunch Run                                 | TBA                                                  |

All dates are subject to change. The information has been gathered from outside sources and we take no responsibility for errors.