



August 2024

TRIUMPH HERITAGE



ATDI 2024.....

By Andy MacLean....ATDI 2024 co-chair.

Aug 16, 2024

The event is over! After over one year of planning we can now all sit back and relax for a bit. But not for too long; planning for BCTR's ATDI-2027 will begin in only 20 months time.

The event this year was a resounding success. There were no serious complaints heard. The hotel was wonderful and the weather gods gave us almost perfect conditions for the Polson Park car show and drives on Saturday.

Driving conditions to Vernon were good unless you chose to be on the road Thursday when it was pretty miserable with heavy rain drenching those with leaky top, no top, no side windows or if you were in anything that was not 100% weatherproof. Alas, it was a British car show so if you were caught in rainy weather you likely got wet!

We had close to 90 entries, some from as far away as Arizona, California and Nevada. Seventy-eight cars made it onto the field at Polson Park on Saturday where we were all judged by our compadres for the best in each of the seven classes of classic Triumphs. This turned out to be not an easy task as there was nothing junky there. Picking the best was a challenge! Twenty five awards were given out; BCTR members took home seven. About right given there were three other clubs (and a few free agents) represented.

Next year the Washington TYEE Triumph club is hosting this event in Port Angeles Sept 4-7. Make a note to attend....we gotta try and do better in the medal haul department!

Now an event like this is not put on and run by any one person. There was a lot of effort put forth by many people. The next time you see them please take a quick minute to thank them.

Richard Walker....My tireless ATDI 2024 co-chair

Greg Winterbottom.....Awards

Roger Levens....Car show at Polson Park

Frank Vandenberg....Drives and event publisher

Michael Bayrock....Registration

Jerry Goulet....Webmaster

Lyle Dickson....Treasurer

Brian Thomlinson....event ambassador and sponsorship.

David Kincaid....event ambassador, sponsorship and MC.

Thanks also go out to all of the volunteers who helped out with the Polson Park car show, drive guides Dennis Popowich, Gary Stoutenberg, Matt Wrobel and Brent Warne, and everybody else that pitched in with anything else that needed doing. And thanks to George Novotny for coordinating and publishing the ATDI story in the local community newspapers.

And please give special thanks to Tina's Team who took care of the registration desk as well as preparation and ticket sales of raffle and door prizes.



- Tina Thomlinson, Fern Dickson, Cheryl Winterbottom, Anne Goulet, Jan Cunningham, Judy MacLean and Nanci Farrell.

As mentioned it'll be BCTR's turn to host the ATDI-2027. Volunteers will be needed to make it a good one. Please keep it in mind when we get closer to springtime 2026. Thanks.

Cheers!

Andy MacLean, ATDI 2024 co-chair

EDITOR's NOTE: I'd like to thank Douglas Bower for his diligent work taking hundreds of pictures during the event. This special Edition would not be possible without his enthusiasm and his love of photography.

As of August I have taken over from Jonathan as editor of the Newsletter. Please join me in thanking Jonathan for the hard work and time he put in to make this Newsletter informative and successful. Stephen Pallavicini



Triumphs on Display



Triumphs on Display



Triumphs on Display





Triumphs on Display



Triumphs on Display



Triumphs on Display



Triumphs on Display



Triumphs on Display



ATDI AWARDS

PLACE	OWNER	TR2 TR3 TR3A TR3B	CLUB
1st	Dennis Tholen	1960 Triumph TR3	RBCC
2nd	Dean Himes	1959 Triumph TR3A	PTOA
3rd	Rick Casey	1959 Triumph TR3A	TYEE
PLACE	OWNER	TR4 TR4A	CLUB
1st	Mike Grace	1967 Triumph TR4A IRS	PTOA
2nd	John Linney	1964 Triumph TR4	TT
3rd	Bryant Paulsen	1967 Triumph TR4A IRS	BCTR
PLACE	OWNER	TR250 TR5	CLUB
1st	David Kurtz	1968 Triumph TR250	PTOA
2nd	Stephen Pallavicini	1968 Triumph TR250	BCTR
3rd	Jim Slinger	1968 Triumph TR250	PTOA
PLACE	OWNER	TR6 EARLY 1969 -1973	CLUB
1st	George Abel	1969 Triumph TR6	TT
2nd	Sam Bass	1970 Triumph TR6	TYEE
3rd	Jon Korbin	1973 Triumph TR6	TYEE & CCBCC
3rd	Tom Sewell	1973 Triumph TR6	TYEE
PLACE	OWNER	TR6 LATE 1974 -1976	CLUB
1st	Jason Webb	1976 Triumph TR6	BCTR
2nd	Dean Himes	1974 Triumph TR6	PTOA
3rd	Laurie Day	1974 Triumph TR6	TYEE

ATDI AWARDS Cont'd

PLACE	OWNER	TR7 TR8	CLUB
1st	Dennis Popowich	1981 Triumph TR8	BCTR
2nd	Dave Renner	1980 Triumph TR8	None
3rd	Karyn Gibbon	1980 Triumph TR8	TTSCC
PLACE	OWNER	STAG SPITFIRE GT6	CLUB
1st	Barry Connally	1964 Triumph Spitfire	VTR
2nd	Lee Cunningham	1973 Triumph Stag	BCTR
3rd	Dennis Campbell	1972 Triumph Stag	OBCC
	RECIPIENT	President's Award	CLUB
	Johnson Lu		BCTR
	OWNER	BEST IN SHOW	CLUB
	Barry Connally	1964 Triumph Spitfire	VTR
	OWNER	DRIVE IT LIKE YOU STOLE IT	CLUB
	JJ Horton	1972 Triumph TR6	TYEE

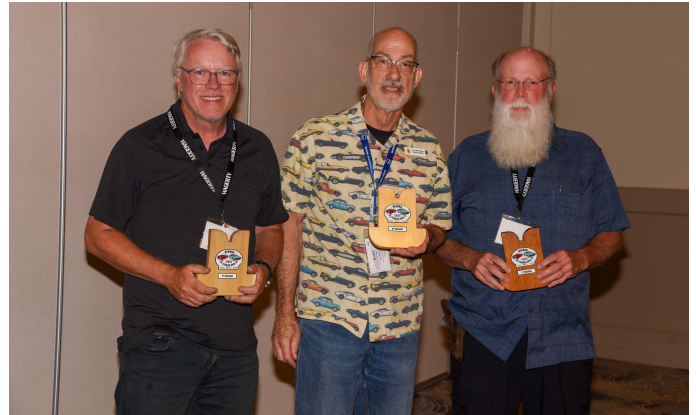
CAR CLUBS PARTICIPATING

BCTR	British Columbia Triumph Registry
RBCC	Reno British Car Club
PTOA	Portland Triumph Owners Association
TYEE	TYEE Triumph Club of Washington
TT	Triumph Travelers Sports Car Club
CCBCC	Central Coast British Car Club
OBCC	Okanagan British Car Club
VTR	Vintage Triumph Register

Awards



Awards



Awards



Awards



From Andy:

On my way home after stopping in Penticton to visit family, at about 3:15 or so I found Bryant stranded on the side of the road about 12kms east of the Manning Park Lodge on the Hope-Princeton. One of his front wheel bearings had failed also leading to brake failure. He had been there since about 10 am.....and no cell service. At some point afterwards Jason Webb came along, stopped, got the details and went on to the Lodge where he spent an hour on the phone with Bryant's insurance company and a towing company out of Surrey. When I encountered Bryant he was waiting for the tow truck that "was on the way".

I followed up with Jason when I could and found he continued trying to assist by making sure the tow truck was indeed on the way. When I arrived in Hope I learned from Jason things were all underway. And when I got home around 7pm I learned Bryant was home!

So.....once Bryant's story reaches you please can you make sure Jason gets whatever kudos Bryant gives him.....and more. Certainly he needs a "Good Samaritan" mention.

Here is Bryant's Great Adventure:

I had a great time at ATDI, but.....the right front wheel bearings failed on me at highway speeds in a remote area of the Manning Provincial Park on my return trip home back to Lynden!

I departed the hotel around 6:30, filled up with petrol, and stopped in Penticton for a cup of coffee and a danish pastry. It was a beautiful morning, and I had plans to beat the heat, and arrive back at home in Lynden before noon on Sunday.

The top-down drive to Princeton was picture perfect. The air smelled of pine trees and the engine was running like a top. I wasn't hungry upon my arrival, but a stop for a deli sandwich and a bag of potato chips at Save-On-Foods in Princeton meant that I would have an excellent picnic lunch some where on the road back to home. I topped off the tank, too, at that new petrol station that is located a little beyond the Chevron station. Good to go!

Cruising along in the Manning Provincial Park is always a pleasant experience, especially in a Triumph with the top down. It was about 10:30 in the morning, the sun was shining, blue skies; it was starting to warm up a little bit, and the traffic was light, so I could enjoy that warm summer day to the maximum.

Suddenly, the steering wheel shook violently! I was startled and made a decision to immediately pull over, but when I went to apply the brakes, there wasn't much there. The brake pedal had to be pumped numerous times in order for the brakes to work marginally. The steering wheel shook even more right before I managed to stop in a clearing somewhere on the side of Highway 3.

After the dust settled, I removed the right front wheel and examined the axle and bearings. Yikes... the bearings were nothing but dust, and to make matters worse, the axle nut and cotter pin were appeared to be welded together, for I couldn't remove the cotter pin, nor loosen the axle nut with the appropriate hand tools. With the wheel removed, I could grasp the brake disc and move it back-and-forth by a substantial amount. I went for my cell phone, and tried to call for roadside assistance, but there was absolutely no reception whatsoever. My goose was cooked... the car couldn't move, the cell phone was worthless, and I was in a remote area of the



park! At least it wasn't raining.

So I hung out until BCTR member Jason Webb pulled over in his TR6 on his way back home from ATDI. He volunteered to drive all of the way to the Manning Park Resort where he made contact with a towing company based out of Surrey. Believe it or not, not a single tow company wanted to respond to the call for a tow on that Sunday afternoon from Hope nor Princeton. Then, Jason back-tracked to me, so he could relay the status of the towing arrangements; it took him well over an hour to make the towing arrangements alone at the resort on his cell phone; plus, the time to drive back to me and relate what arrangements that had been made for a tow.



To make a long story short, I waited six hours before the flat bed truck arrived at 4:15 in the afternoon. I had plenty of time to kill in an area that had absolutely no shade from the hot summer sun. Luckily, I had dressed with a long sleeve shirt and jeans that morning, and I had a broad-rimmed straw hat with me, too. Jason gave me a large bottle of water to keep me hydrated before he departed for home. **Jason Webb is a hero, for he saved the day!**

What to do when three RCMP units blow by you without stopping throughout the day? Nothing! Luckily, I had several kind-hearted Canadian motorists stop to ask if they could help,



and they gave me more bottled water — it was hot that day... and another couple volunteered to go to the Manning Park Resort to call the tow company (On Spot Towing, Ltd.) and drive back to update me with the status of the tow truck. They let me know that the driver was on his way from Surrey and that he would arrive in several hours. I thanked each motorists profusely who had taken the time to stop and offer their assistance to me in any manner on that challenging day.

The last kind motorist to stop and offer help was BCTR member Andy MacLean and his wife. They volunteered to text my wife to let her know that the Triumph had broken down and that I was waiting for the tow truck to arrive on the scene. Just knowing that my wife was aware of what had happened was a big relief to me.

The tow truck driver didn't have his Canadian passport on him when we entered the commercial side of operations at the Sumas border crossing, so we explained the circumstances, and the border guard said that it wasn't an issue, for the tow driver was already in their system, and I had my NEXUS card, so that didn't present any issues with re-entering the U.S. I paid the \$15 USD commercial fee to get the Triumph back into the U.S. and we arrived at my home in Lynden around 6:30~ish. Wow... whatta day and I was beat!



So, what would you do if you broke down somewhere in a remote area with no cell coverage on the tail end of a weekend day? Lighting off two 15 minute flares didn't help very much with warning oncoming motorists. I had ten of them, but I would imagine that they are better suited for nighttime emergencies. In the boot, I carry one Sate-Lite emergency warning triangle and it performed well; it's a must-have, for it can withstand wind and the blasts of air from passing transport trucks; it has a weighed base, so that feature prevented it from being blown over when placed near the edge of Highway 3.

Also, I had a brightly coloured safety vest with reflective stripes on it. One motorists — who stopped to help — thanked me for wearing that safety vest, for it made me easy to see when waiting on the side of the road.



I always keep the boot full of tools, spare parts, and supplies; plus, a light weight floor jack from Harbor Freight Tools, and that came in real handy to jack up the car and remove the wheel quickly — even in the dirt on the side of the road. I thought of a tool to fabricate this winter, and that is a piece of 1/4 inch thick aluminum plate to place under the floor jack to provide a stable platform to rest upon when using the jack in the dirt. Having an 18-inch-long breaker bar with a 3/4-inch deep socket made removal and installation of the wheel's lug nuts an easy job on the road. Having a pair of rubber-lined gloves helped, too.

What to do about a cell phone that is unable to connect anyone at any time? I'm working a new solution for that problem: it's know as carrying a portable ham radio with the appropriate license to operate it. I joined the American Radio Relay League (the national organization for amateur radio) as a member and I acquired their *Ham Radio License Manual* to study for passing the Technician license. Visit arrl.org for additional information. Did you know that Joe Walsh, a guitarist for the Eagles, is a ham radio operator, so why not me? In Canada, check out the website for the Radio Amateurs of Canada for specific ham radio operator licensing info at rac.org. Acquiring the Technician operator's license this winter will enable me to contact the resources in times of need when breaking down on the road in the future.

Oh... and what about the Triumph? I haven't even looked at it since getting it back in the garage from when it was towed home. The repair of the right front axle and brake assembly will make an excellent wintertime project, so stay tuned for a future article about what was discovered and how it was repaired. Cheers!



Attached is a flyer from the Tyee Triumph Club with information about the ATDI 2025. Registration probably won't be available until next spring. Sent on behalf of chairpersons, Rick and Sherilynn



Tyee Triumph Club invites you to the
2025 ATDI

September 4th-7th

Red Lion Hotel Port Angeles, WA

221 N Lincoln St, Port Angeles, WA

Please call the Hotel Directly at 360.452.9215 and press Option
"0" - then request the special rate for the **"All Triumph Drive In"**

Plan to arrive Thursday Sept 4th so you can do a
cool drive on Friday to Lake Crescent, Hurricane
Ridge or backroads of Sequim and attend the Meet
and Greet on Friday night at The Roosevelt pub -
with live music!

