



December 2015



TRIUMPH HERITAGE



*Jerry Goulet's
GT 6
and
TR3*

*See page 3 for
details*



President's Message



*Brian Thomlinson
BCTR President 2015*

*“Next year is the
30th anniversary of
our club which was
formed by a group of
TR 7 & 8
owners that were
great enthusiasts of
all things Triumph.”*

Here we are nearing the end of the 2015 motoring season and looking forward to a few events close at hand. First we have Greg and Cheryl Winterbottom's Christmas open house on December 5th. We have our last meeting at the Burnaby Rowing Club before the January meeting at the Cloverdale Recreation Centre at 6188 176th Street, Surrey. Following our January meeting, we have the Annual Banquet on January 23, 2016 at the Guildford Golf Course, 7929 152nd Street, Surrey. We hope to see you all there.

Hopefully everyone enjoyed our guest speaker, Nigel Mathews of Hagerty collector car insurance who came to the November meeting. His slide show coverage of a recent trip to India was incredible with both the car show and the restoration shop visits. It's a different world over there.

We hope to continue on in 2016 with a similar format with guest speakers, so if you have a connection or an idea of someone to come and share topical hobby information with us, please bring it to our attention. We also want to bring some video shorts to the meeting from such sites as Youtube that also cover historical Triumph feats from years gone by. Once again, we welcome your ideas.

It's our Club's turn to organize the "All Triumph

Drive In (ATDI) 2016" in Campbell River and our event chairs Trish & Adrian Moore have been making great progress. The organizing committee have been meeting regularly and will soon be recruiting participation from the rest of the membership on tasks for our weekend of August 12-14, 2016 at Painters Lodge and downtown Campbell River. (See back cover).

Next year is the 30th anniversary of our club which was formed by a group of TR 7 & 8 owners that were great enthusiasts of all things Triumph, and they welcomed the many other varieties of the marque that form our club today.

It has been a great year of motoring and shows and I am very grateful to many of our stalwart members who continue to give to the hobby we all enjoy.

There is still lots of room for more participation by members at all levels. Thank you for the honour and privilege of being your fellow enthusiast and leader over the last year in the BCTR.

***Brian Thomlinson, 1968 TR250
BCTR President, 2015/2016***

Welcome New Members

The BCTR would like to welcome the following new members to our club.

Wayne Shalagan 1966 TR4A
Dave Langevin 1970 TR6
Barry Johnson 1966 TR4A
Ali Bani-Sadr 1976 TR6

You are encouraged to discover the many opportunities available to all members to contribute to making our club, strong, vibrant and interesting. Welcome!

***Executive positions election will be held at the
January 2016 Club meeting.***

2nd Annual Brits Invade Kaslo - 2015

Dana and I drove over from Grand Forks to attend a car show in Kaslo, B.C. – Brits Invade Kaslo (2015) on Sept 13, 2015. It was put on by the OECC – Cranbrook

Chapter. The car show was located on the street overlooking Kootenay Lake located behind the old Kaslo hotel.

There were approximately 25 British cars of various makes – Jaguar, MG, Triumph, Sunbeam, and Rolls. The most

outstanding one was a 1962 Daimler Dart SP250. It is a two seater with a V8 hemi – 2.5 liter. It was in need of a total restoration.

When I got back home I researched this car because my thoughts were that Daimler was a German

maker. I found that Daimler – Germany has licensed the name Daimler (UK).

If you are interested in the car, check out this YouTube video on the Daimler they just restored and its first drive.

<https://www.youtube.com/watch?v=lpzudBhWap0>

If I had a bigger garage I would think of taking on another rebuild. Daimler only built 2648 of these cars and most stayed in Britain; only 1200 were shipped to North America. The body is fiberglass which makes it light and not prone to rusting as

metal does.

We had an excellent stay in Kaslo. There are many places to stay, and good restaurants. The drive was fantastic along the lake from Nelson. We plan to go back next year.

George Novotny, TR6



25th Annual Sockeye Run

The 25th annual Sockeye Run took place on June 14th in Steveston with over 300 cars of various types on the field. Every type of car from Hot Rods, British Cars, Low Riders, Dragsters and of course the new sensation, Rat Rods were there. I even had the opportunity to talk to one of the guys who had a Rat Rod, he liked my TR250. While they are weird and made up of unusual car



Paul Barlow's TR 250

parts they are very sound but a beast to drive and are very uncomfortable. From the BCTR membership Larry & Linda Spouler (Mayflower), Allan Reich (TR6) and my TR250 were represented. The Richmond Lions Society does a fantastic job organizing the show including supporting the various local charities.

Paul Barlow, TR 250

BCTR Member Profile



Jerry and Ann Goulet

Q.

How did you join BC Triumph Club?

A.

I joined the BCTR in August 1998 at the ATDI in Minter Gardens, which was shortly after I had bought my TR3 “restoration kit”.

Q.

You have two cars and each has a story; can you tell us about your cars?

A.

The 1961 TR3A was purchased in spring of 1998 as a restoration kit from Bill Sinclair in Kelowna. It was originally an Alberta car that Bill brought with him in pieces when he emigrated to BC. It took three years to restore it. A year or two later at the Royal City Show and Shine I had placed my restoration photo album on the car where a senior gentleman flipped through it for a longer than usual time. I asked him what photos that he found so interesting. He looked like he had a tear in his eye and introduced himself as John Becker, recently retired from Edmonton, Alberta. I recalled that in the paperwork that I received with the car that the Alberta registration documents had John Becker as an early owner. He said that when he saw the original paint job on the hood and trunk lids in the photos with a “rally stripe”

“Right from the first meeting that I attended, I felt welcome and started some great friendships that have endured.”

he recognized it as his car from the 1960’s. He explained the rally stripes as an appeasement from the paint shop that was supposed to paint it candy apple red, but it looked too brown to be candy apple.

I have continuously improved the TR3 with various winter projects over the years and it has not let me down on the road, other than a failed fuel pump several kilometers from home and the electronic ignition which was cured in 15 minutes on the roadside. It has won many awards over the years and the one that I cherish the most is the BCIT Judges Award at the VanDusen ABFM for 2nd Place over all the cars at the meet. I was really surprised about that award as the restoration was 14 years old.

My 1972 GT6 MkIII was an eBay purchase three years ago. It was in Des Moines, Iowa. I had trusted the online photos and emails from the seller, and I had the car brought home via enclosed car transporter. The bodywork was good and the engine ran well, but there were a number of disappointments not visible in the photos taken at 10 feet away. Most of the chrome was pitted, the muffler was rotten, the interior was all there but in poor condition and many other areas were just plain dirty or beyond their years. This car was certainly not restored to the level that I prefer. The drive had a “shake” that has been very trying to remedy. Also, when adding overdrive to the gearbox with Lee Cunningham it was discovered that the gearbox was from an older model and that some gears were in urgent need of replacement or repair. When adding the overdrive the overall gearbox becomes longer

BCTR Member Profile

and therefore that prop shaft needed to be shortened. The shop that did this, did a very poor job and this spring one of the U-joints failed while in Whistler, BC. Interestingly, the shop that I chose to build a new prop shaft also did a poor quality job that had to be reworked again to make it spin truly.

With all the trials and tribulations of getting this car to the level of handling & performance that I want, I really enjoy the “tight ride” and of course roll-up windows that you don’t get with a TR3.

Q.
Who influenced your involvement in the Club?

A.
Bill Sinclair encouraged me to join the BCTR to get the technical assistance to build the TR3. Right from the first meeting that I attended, I felt welcome and started some great friendships that have endured. Also, my wife Ann, soon made friends with the spouses and we have enjoyed many club runs and gatherings with the group.

Q.
What benefits have you enjoyed as members of the Club?

A.
The main benefits are the great friendships and the technical assistance I have received and shared. I really do love to drive the various Club runs.



Q.
What positions / responsibilities have you had with the club since you’ve joined?

A.
When I was first with the BCTR, I told the executive at the time that I would not take on any positions until I had my TR3 project finished and on the road. The car was licensed to drive in late 2000, and shortly thereafter I took on the role of newsletter editor from Kathy Hahn. I introduced producing the newsletter in totally digital editing format with colour on the front page which was expensive in those days. The members seemed to enjoy the improvements and I had no trouble getting enough photos and submissions to grow the publication to 24 pages.

The BCTR Calendar was started by Paul Barlow (the first time that he was president), which he produced for 4 or 5 years. He passed that job onto me, so I produced the calendar for about 3 or 4 years.

I was elected BCTR president in 2009 for the standard two-year term. At the same time, I had a new electrical controls engineering job that called for me to travel out of town a lot and consequently I missed a number of meetings that I had hoped to attend. One thing that I did achieve under my personal plan was that the BCTR would have a planned drive or run every month and that indeed did occur. I have organized several Boy’s Runs over the years either on my own or as a co-organizer with several other members. I always look forward to the Boy’s Run.

Q.
What changes have you seen in the club over the years?

A.
When I started, there were many runs and drives organized. It seems that we have far fewer runs these days. Occasionally we have spontaneous runs, weather permitting, really none of the planned fun runs that we once did several times a year.

Mount Baker Run September 2015



In the early fall of 2006 I made the decision to do the drive each year, and to informally invite anyone who wanted to come, to just show up. Participation has ranged from two cars in 2006, to nine cars in 2012. To minimize border pain, the drive occurs on the first Friday after Labour Day, and we cross at Sumas between 9:30 and 10:00. In reality, the less cars involved, the more fun the drive is.

From Licence to Drive, “This drive combines canopied mountain roads, lots of fast corners, snow-capped peaks, and quiet farming roads with no stop signs. If you begin around 9:00 am you will beat most of the traffic up Mount Baker, and then

have the opportunity to drive down with almost no one on your side of the road. Counting the 12 minutes [now 20 minutes] at the border, my last time to the top was just under 2 ½ hours, for about 100 km fun miles [from the Campbell River Store]. Your engine will heat up a little due to the altitude and the hills, but nothing is too steep. There is one challenge with this Destination Highway (ranked #8 in WA) however, for much of the route there is nowhere to pull over if you had a flat, and there is essentially no bike lane.” Hence we travel in packs.

Dennis Nelson, TR3

A ‘Star’ Among Us



Brian the proud Triumph car owner!

I spent Friday September 18 morning on a set where my TR6 “starred” in a Swedish commercial about a Father & Son restoring a classic car. Note the licence plates. It was really cool, lots of people, it was a full production.

Bryan Wicks, TR2 and TR6

Mid-October Tour

This was another event organized by Ken Nicoll. The day started with the meeting at the Chevron station in Mission. On my leaving from home with the top down it was quite cool especially going through Ruskin where the early morning mist from the river cool things considerably; but I had wrapped up to prepare for that, as my heater worked pathetically!

Gathering at Mission, we were approximately 13 cars from the club including; Denis and Judi, Keith and Ellen, Jeannette and Barrie, Greg and Cheryl, Dale and Jordan, Rex, Dave, Andrew, Ken, and Lucy. Adrian and Trish started out, but it was unfortunate that they had to leave us, as Adrian was not feeling well.

As we proceeded further east, it started to warm up and after leaving the Loughheed Hwy (Hwy #7) and crossing the rail tracks, we got onto one of my most favorite routes along the river, through the farmlands to Darcy then passed Lake Eroch and



further on to reach the big winding hill that never ceases to thrill a British sports car.

Just prior to arriving at the Agassi turn off, we stopped at the old abandoned service station for a 'photo op' then onto Harrison Lake, on which the sun was now shining

beautifully. We parked at the Old Settler Pub for lunch plus libation, very ably served by the very attractive and attentive Chantel!

Lucy was telling me of the help that she received from Barrie in replacing the motor mounts on her Spitfire. She enjoyed getting involved to learn from the 'always helpful' Barrie. I think Lucy wants to apply herself; she went on to help Chris Green with her Spitfire that had the same problem – very impressive!

We went down to the lakeside, which was lovely and serene – hard to believe it's taken a couple of people's lives in recent weeks! When we were ready to return home, most of the group was heading back via the Agassi bridge to Hwy. #1, but I followed Lucy back along Hwy #7. By now the temperature had reached 22°C and Lucy peeled off her toque and let her lovely blonde hair flow ("I wonder why she keeps *this covered*"). At the first stop sign through Mission, she removed another article of clothing and at the next another item was removed – I thought this drive is getting even more interesting! However it all came to an end when she turned off in Maple Ridge to head for her home.

It all turned out to be a perfect day; great weather conditions, good company, and a great lunch! Thanks for the invite Ken.

John Hunt, TR6



A British Legend



John Mackie and one of his pride and joys.
Photos courtesy, Mackie family

The allure of the automobile industry has been as much about its personalities as the vehicles and technologies that have shaped it. John Mackie who was President of British Leyland and former President and CEO of Jaguar Canada, has died at age 83.

He was possibly among the last Canadian links of the fabled British marque to its deep and historic pedigree. Tall of stature, deep of intellect and gentle of soul, John brought a collective calm to Jaguar. He was the voice of its Canadian dealerships.

He loved cars and at 19 joined the London-based auto company Rootes Group as a management trainee. He was transferred to its New York office in 1960, and then to Toronto five years later as Managing Director of the company's Canadian arm. A move to British Motor Corp. of Canada in 1967 put John on a path of senior positions within a



John Arnone (left), Gee and John Mackie and John's daughter, Terra-Ann

string of new ownership and brands such as British Leyland Motors Canada, Saab, Jaguar Rover Triumph and finally Jaguar Canada.

In a meaningful and colourful career, John spent 45 years in the industry including 30 years in Canada. For his leadership as one of Canada's longest serving automotive CEOs, and promotion of trade between Canada and Britain, he was made Commander of the British Empire by HRH The Prince of Wales in a November 1995 ceremony at Buckingham Palace.

See the full article written by John Arnone, Manager, Public Relations, Mitsubishi Motor Sales of Canada.

<http://www.thestar.com/autos/2015/10/17/obituary-john-mackie-cbe-1932-2015.html>

Holly Gets New Driver??

Myself, Trish and Adrian participated with LAMB at Critter Cares open house on July 11. Holly the Herald has been missing since the event. Last seen leaving the grounds with a different driver at the wheel.

Keith Sparkes, TR6 and Spitfire



Downtown Port Coquitlam Car Show

This event is one of the bigger draws for car enthusiasts because the venue is in a downtown location with several city blocks shut down to park the cars and is free to the public.

The organizing committee should be lauded for all the thoughtful touches, such as free breakfast, great entertainment, and vendor tie-ins. The event was very well planned with lots of activities for both adults and kids. There were also lots of shops and non-profit organizations draw prizes and free give-aways to attract your attention.

There were 350 - 400 cars registered and lined up ready to be parked by 8:00 am. While the majority of cars were domestic street rods or stock trucks/cars, the imports were parked together which made us feel like we had our own mini show. Some of the imports included Metropolitan Nash, Datsuns (280Z), Jaguars, Jensen Healey, Austin Healey (Sarah Wilson's), Tiger Sprite, Volkswagen, Morris Minor. BCTR Triumphs were Barrie and Jeannette Puffer's Spitfire, Julies and Debra Bekei's TR6, and our Mayflower.

One of the things that impressed us about this event was the amazing public etiquette shown to our classic treasures. Anyone with bikes, buggies, and strollers never attempted to go between the parked cars; and children were told to keep their hands at their sides and not touch anything.



Highlights of the day:

We acquired a personal spokesperson for the Mayflower. An elderly gentleman was so taken with our classic, he read all of our signs, asked questions and then listened to every conversation Larry gave to other interested people and then continued to regale every future person on everything there was to know about the Mayflower. He must have stood at our Mayflower for 4 solid hours talking to anyone who would listen.

Great music all day long with the Blues Brothers as well as Mock Elvis, and Nearly Neil.

Two endings of the day:

(1) we were surprised that we received an award for the "best import" (must have been our personal spokesperson!) What a great ending to this very enjoyable event.

(2) Once the awards were over, and everyone was starting up their cars, when I put my foot on the clutch, there was a sickening sound of "crack"; another push on the clutch resulted in no tension whatsoever. The rod that connected the clutch pedal to the clutch lever severed. On the phone again to BCAA, second tow home this year – sigh. So much for a "best import" one of the organizing committee members even asked for the award back (another sigh). Glad he was kidding as he didn't know the Mayflower was a trailer queen.

Linda and Larry Spouler, Mayflower and TR4

Meet Rex

First, the disclosure: My wife, Cathie, sells Hagerty Classic Car insurance. This tale isn't about her but I mention (and give kudos to) Hagerty later in this article.

My Triumph 1959 R3 is now my favourite car. His name is Rex, and he was an impulse buy. We'll get back to Rex and his interactions with Hagerty later.

Ken Martin will remember I once had a Sapphire Blue 1973 TR6 with overdrive. The first weekend I owned it, Labour Day 1975, I didn't go to bed for about 36 hours. I spent the entire time driving it around UBC, Dunbar and, of course, back and forth to the liquor store for beer. We were thirsty back then. About 8 months later a certain minister in charge of ICBC raised young men's insurance rates so high that I had to sell my beloved TR6. I always regretted selling it and often think about what became of that car.

So, when I had some money burning a hole in my pocket and I happened to be flicking through Craigslist, I decided to call an Abbotsford fireman who had what seemed to be a very nice TR3A for sale. It was love at first sight. I paid him his full asking price and drove Rex home. My friend followed with a pickup truck full of parts, side curtains, tonneaus, soft and factory hard tops that were included in the price.) Rex quickly became my favourite car. Since last winter and spring, not to mention our gorgeous summer, have been absolutely splendid for driving, I took Rex out at every opportunity. He starts without quibbling. He meets every demand I make of him and he has become a very good friend indeed.

My usual route is a drive around UBC down to NW Marine Drive, along 4th Avenue to Point Grey Road and Cornwall, Beach Avenue to Lagoon Drive, around Stanley Park to the Lions Gate Bridge exit, across the bridge, up Taylor Way to Highway #1, exiting to Cypress Bowl, a quick burn to the top and back, a return to the highway with a stop-over

at the Galiano coffee place near Britannia. I usually sit outside to take in the scenery. I can't get enough of Rex's flowing lines, low-cut doors and sloping boot. After coffee we drive back along the Sea-to-Sky Highway, exiting at Horseshoe Bay, with a drive back to Vancouver along Marine Drive.

Rex never protests. He attacks corners with vigour. He responds to my right foot without complaint. Except on one Saturday's drive in July. I was cruising through Horseshoe Bay marvelling, at how cool Rex is. All was well until we headed up the hill leading out of town. He suddenly coughed and died. He started briefly after the first re-start but after that, he absolutely refused to fire.

I'm useless when it comes to diagnosing or repairing anything mechanical. I know how engines work, but I can't fix them. Electrical problem? Fuel problem? Who knows? Back to stalled Rex: Time to call Hagerty since, my coverage comes with unlimited 250KM doses of complimentary flat-deck towing. I called the 800 number, spoke to a very nice young man who took the time to commiserate about Rex's troubles, and 45 minutes later a flat-deck tow truck arrived. In five minutes flat Rex was winched onto the truck and, lickety-split, we were on our way home to Dunbar. We arrived without incident or cost and the tow-truck driver even helped me to push Rex back into his lair. Kudos to Hagerty – I'm very glad to have had that towing coverage.

Post-Script: Rex's fuel pump had let us down. I called Moss Motors and was pleasantly surprised to learn that a replacement fuel pump was only \$40. (Quite a surprise since, the last fuel pump I bought for my ancient Bentley was \$900.) I bought two, so now I have a spare. Al, my mobile mechanic came over a few days later and 20 minutes after that Rex was ready for another drive.

Kim Spencer – TS38586LO

London to Brighton Commemorative Run

The 20th edition of the London to Brighton Commemorative Run occurred last Sunday, November 1st. Our run initially was named the Ladner to Bellingham All British Run (London to Brighton), but once crossing the border became problematic, it was renamed to what it is called now, with the routes varying from year to year. Our BC run has traditionally occurred on the same day as the original namesake British run over the last 20 years, which is the first Sunday of November each year.



This Rolls Royce has completed all 20 runs!

The original “Emancipation Run” started in 1896 to celebrate the recent passing of the “Locomotives on Highway Act 1896”, which increased the speed limit to 14 mph and removed previous restrictions of 4 mph in the country and 2 mph in towns, and requiring an escort to carry a red flag at a distance of 60 yards ahead of the vehicle. The run symbolically starts with a symbolic tearing of a red flag. The initial run consisted of 33 motorists leaving London and 17 arriving in Brighton several hours later. Participating vehicles must be built prior to

1905. The run was then held again in 1927 and has continued ever since as the “London to Brighton Run”, other than during the two world wars. It is considered to be the world’s oldest running motoring event. This year’s run consisted of over 400 cars participating of the 607 registered entries, and started in fog in London and arrived in Brighton in sunshine.

This year’s BC run, we had 31 cars registered, not including a 1937 Rolls Royce whose owner just came to see the other cars. We met at the A & W drive-in in Maple Ridge, leaving shortly after 10 am and followed a route that took us to Hayward Lake Park, prior to crossing over the dam; then down through the back roads above Mission; over the Mission bridge; through Aldergrove and on to Langley for lunch at the Fox & Fiddle restaurant around 2 hours and 60 miles (as per tradition) from the start line. The weather was mostly dry at the start, but became more showery as we progressed. We had 61 people at the lunch. Everyone seemed to have a good time. Whereas the original run had many breakdowns and DNFs, we only had one

Rover that had mechanical difficulties that were resolved during a “slightly longer” than normal rest stop at Hayward Lake Park!

Twelve different OEC manufacturers’ cars showed up at our run, along with members from 10 local car clubs being represented. There should have been awards given to Chris Green in her Spitfire, and Tony Cox in his MGA, who each chose to drive the route with their tops down!



Ripping of the flag

Sarah Wilson, TR4A

Crazy Car Car Tour

I'm fully recovered from the crazy car tour of the UK. This tour checked off so many of the items on my bucket list I have to make a new list. It was an intense tour in a short amount of time but well worth it. Here's what I remember.

Day 1: Saturday- We arrived at the Gatwick airport in the morning, got on the coach and drove straight to the Beaulieu Autojumble (swap meet). A stop at the hotel could wait as we had car stuff to buy. The Beaulieu Autojumble was beyond massive. There were over 2000 stands, 200 cars for sale, a car museum, an auction and some non car related things. Our first night was at the Wessex Hotel in Winchester. I fell asleep listening to the clock bells at the Winchester Cathedral.

Day 2: Sunday- Back to the autojumble. We spent a day and a half at the autojumble and only saw maybe 50% of the stands. We didn't have time to see any of the non car related things and almost didn't have time to go in the museum. I was totally surprised at the size of this event. Brian Wicks also found some things that were on his wish list.



manufactured aircraft, including the Viking, Viscount, Wellington bomber plus supersonic Concorde.” (source: tour itinerary). If I had to a favourite it would be the Concorde. Seeing the sections of the original 1907 banked racetrack was also pretty good. On the way to the hotel we stopped in at the World Famous Ace Café, where the “Mods and Rockers” would do battle back in the 60s.

Day 4: Tuesday- We headed off to the Aston Martin Works factory at Newport Pagnell. It's the original home of Aston Martin where they now do all the major restoration work on every type of Aston Martin. It's a fantastic place. In the afternoon we were off to the British Heritage Motor Centre in Gaydon. We spent too much time at Aston Martin and our time at the Heritage Centre was very short. This place seemed to have at least one of almost every British car ever made. There was a TR7-V8 Rally car, a Formula 3 March with a Triumph Dolomite power unit, a Triumph Roadster, a Swallow Doretti, a TR3, a TR7 Lynx, a Spit, a TR6, all kinds of Minis, Jags and lots of other cars.

Day 5: Wednesday- We found our way to the historic Morgan Motor Car factory. Even if you not a fan of Morgans you must visit this place. It's old school car building at its best with some modern technology thrown in. This place is just too cool for words. The



Day 3: Monday- We headed off the Brooklands Museum. The Brooklands race track was constructed in 1907. “The spectacular re-engineered buildings display a wide range of motoring and aviation exhibits, ranging from giant land-speed record racing cars, motorcycles, bicycles and an unparalleled collection of Hawker and Vickers

Crazy Car Car Tour continued....

factory is built on a hill and when a car is ready to move on to the next station area they push it outside and down the hill to the next workshop. When we were there they had three rolling chassis, with BMW V8s, sitting outside. The new three wheeled car is very cool. Too bad it's not for sale in Canada.

Day 6: Thursday- After a good English breakfast we were off to the village of Filkins to visit Fiennes Restoration. They are world renowned for the restoration of Rolls Royce and Bentley motorcars as well as other pre-war cars. They also manufacture spare parts for these vehicles. We had a late lunch at



the Filkins Five Alls pub, a truly English pub.

Day 7: Friday- Finally, we made it to the Goodwood Revival Meet. We got all dressed up in our best vintage clothing to watch the races. This was the best vintage racing I had ever seen.

You could have spent all your time just wondering around the parking lots and the vendor's booths. You didn't dare do that because you'd miss the best part, the races. There were lots of Triumphs if the parking but I don't recall any on the racetrack. Race 01 was for cars between 1952 and 1955. There was 5 C-Type Jags, an Aston Martin DB3, a DB3S, a Cunningham C4R, Allards, Healey and all kinds of different specials. Race 02 was for Grand Prix cars 1930 to 1950. Race 03 had sports and GT

cars from 1948 to 1954. There were Jags, Lotus, Lancias, Healeys, Fiats, a MGTC and all kinds of other interesting cars. Race 04 was for motorcycles between 1962 and 1966.

Day 8: Saturday- More at Goodwood. Race 05 was the race that both Wicks and I were most interested in. It was for production based saloon cars between 1960 and 1966. The cars included 6 Mini Cooper Ss, 6 Lotus Cortinas, 4 BMWs, a couple of Ford Galaxies, a Ford Fairlane Thunderbolt, Jags, an Anglia or two, a few Italian cars and even a Isuzu Bellett. The list of "guest" drivers was very impressive. It included Brian Redman, Lukas Luhr, Tom Kristensen, Jason Plato, David Brabham, Tiff Needell, Mark Blundell, Emanuele Pirro, Jochen Mass, Jackie Oliver and Andy Wallace.

I have never seen vintage race cars raced as fast and hard as these were. They were up on three wheels, in four wheel drifts and passing on the grass. It was close, fast and, for the most part, clean racing. Pardon my language here but it was just frigging fantastic. Race 06 was just for drum-braked Ferrari sport prototypes of the 1950s. There were 26 Ferraris listed to race and most of them, if not more, showed up. These are not inexpensive car and to see them on the racetrack was truly amazing. Race 07 was for cars that raced at Brooklands prior to 1939. Race 08 was our last race. It was full of Lolas, McLaren's, Ford GT40s, Coopers and a couple of Canadian made Chinoos.

We didn't get to see the six races on Sunday because we had to fly home. We did see the practice session for Race 14 which had 8 Cobras, a Cobra Daytona Coupe, 7 Jag E Types, a few Ferraris, a couple of Corvettes and some others.

Day 9: Sunday- This was a very depressing day. The trip was over and we were on our way home. Would I do it again? Frigging right I would!!

Ken Martin, TR8

BCTR Meeting Minutes

BC Triumph Meeting September 2015

Due to space restraints, these meeting minutes are not included in this publication.

BC Triumph Meeting Minutes October 14, 2015

Opening

- Brian T. called the meeting to order.
- 34 members present, 7 people brought their Triumphs

Minutes

- Minutes of September 9th meeting accepted.

Treasurer's Report

Keith reported on the club's bank balance.

Editor's Report

- The September 2015 Newsletter came out recently. Brian commented "well done".

Membership

- Ken N. reported membership is 90. New members here tonight:
- Wayne Shalagan owns a TR4A, Fiat and '62 Vespa.
- Stephen Pallavicini has a TR250 frame off restoration.
- Barry Johnson has a TR4A that needs work.

Events

Past Events

- Sarah W. recommends Port Coquitlam car show. All day for \$25. Linda Spouler's Mayflower won prize.
- Bryan W. raved about the Best Brit Classic Tour September 4 - 13, 2015 arranged by Patrick and Joan Stewart.

Future Events

- Boys' Run - Brian asked for volunteer to arrange for first weekend in June 2016 in BC or Washington.
- Banquet - Jeannette reported location chosen is Guildford Golf and Country Club on January 23, 2016. Tickets approx. \$40 per person.
- London to Brighton - Sarah reported run will start in Maple Ridge A & W on Lougheed Highway on

Sunday, November 1 leaving 10:10 a.m. Pay one toll, drive through Mission, Aldergrove, Langley and wind up at Fox & Fiddle on Langley Bypass.

- November 11th meeting will go ahead with Nigel Matthews from Hagerty speaking to the group, of particular interest, agreed value, challenges with wording of policy, full replacement value.

New Business

- Trish talked about ATDI at Painter's Lodge in Campbell River August 12 - 14, 2016. 80 rooms reserved (only 92 in lodge itself) Denis, Helen, Adrian and Trish visited the Hotel, talked to the staff and confirm that hotel can only seat 160 people for dinner. Friday night meet and greet not quite set yet. Walked about the big waterfront park which is near the ferry terminal and downtown Campbell River. Available all day.
- Dave Rodger suggested a show and shine in Langley behind London Drugs. If interest is shown by our Club, the LAMB and MG Clubs, Dave would consider organizing it.
- Changing venue of Club meetings. Suggestions were Langley Events Centre, Cloverdale Fairgrounds, Burnaby and some others, but not specific. Motion by Trish M. to vote on whether to have a vote by ballot or show of hands. If one opposed to show of hands, then vote by ballot. 2 opposed. Therefore, Brian T. confirmed vote by ballot. Results as follows: Burnaby 10, Cloverdale 10, Langley Events Centre 3, Langley/Cloverdale 11 for a total of 34. Brian T. determined Cloverdale Fairgrounds wins vote location. Dave L. made a motion to destroy the ballots. Passed.

Technical

- Kelly has 1974 TR6 for parts. Also a Spitfire in his shop for sale.
- Dave R. talked about his TR7 water pump problem, and has rubbers and seals here for people interested from Cooper Standard Co.

Meeting adjourned 9:25 p.m.

BCTR Meeting Minutes

BC Triumph Meeting Minutes *November 11, 2015*

Opening

- President, Brian T. welcomed everyone at 7:45 pm
- 27 members, 1 guest, Ralph Baker who owns a '76 Spitfire, new member Ali Bani-Sadr who owns a '76 TR6, and our guest speaker,
- Nigel Matthews, present. 2 owners brought their Triumphs.

Minutes

- October 14th minutes accepted as circulated.

Treasurer's Report

- Keith reported on the club's bank balance.

Editor's Report

- Ken N. thanked contributors for submissions for December issue.

Membership

- Ken N. reported 92 members to date.

Correspondence

- Jerry Goulet requests more pictures of cars and owners for the 2016 calendar for consideration. Reminder of Annual Christmas event at home of Greg and Cheryl Winterbottom on Saturday, December 5th.
- Reminder and list is being passed around to sign up for BCTR Annual Banquet on Saturday, Jan. 23, 2016.

Events

Past Events

- Sarah W. organized wonderful London to Brighton tour on Nov. 1

Special Speaker

- Nigel Matthews of Hagerty gave most informative presentation regarding Hagerty's classic and collector car insurance; then he wowed us with photos and talk about his recent trip to India.

Old Business

- John Hunt asked group to keep in mind Conference Room at Woody's Pub for possible alternative if our Cloverdale meeting place does not work out.
- Brian T. confirmed that we have paid up for first quarter of 2016 at the Cloverdale Fairgrounds for our new meeting venue.
- The December meeting is still at the present Burnaby location and we will be accepting membership renewals at that time.

New Business

- Brian T. advised us that he has confirmed with Mark Erikson of ICBC that owners of older cars that upgrade their cooling systems with aluminum radiators and electric fans will not violate collector car status. Submit photo after the upgrade.

Meeting adjourned at 9:40 p.m.

'Area 27' Race Track

This is an update of the new 'Area 27' Race Track.

The 99-year property lease has now been signed with the Osoyoos Indian Bend covering over 200 acres of property east of Oliver.

The track links will total three miles with construction now underway. It will conform to FIA standards and eventually include a clubhouse, some luxury accommodation, a go kart circuit, corporate vintage racing and motorcycle events plus many more. The aim is to be operational by early summer 2016 and needless to say the local communities of Oliver and Osoyoos look forward to the extra tourist draw.

John Hunt, TR6

Memberships

Distance Memberships

If you live outside the following boundaries:

North: Maple Ridge

East: Abbotsford

West: Lions Bay

South: US border

Your dues are \$25.00 per year or \$35.00 after December 31st.

Lower Mainland Memberships

Member dues are \$40.00 per year and are due by December 31st.

Renewals paid after December 31st are \$50 .00

For membership renewals, contact:

BCTR Registrar - Ken Nicoll

kdnr6@gmail.com

Family Memberships

Family memberships are \$50 for households that have two continuously active members. The second member is entitled to vote at all regular BCTR meetings.

Triumph Heritage

Triumph Heritage is published four times a 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 quarterly publication on a regular basis you must be a paid-up member. If there is an error in your name or address or you have moved, please let the editors know as soon as possible for correction by email: kdntr6@gmail.com.

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.

From the Editors

Joanne and Ken are your editors of the quarterly publication. We have been members of the BC Triumph Registry since 2010.

Ken's pride and joy is his 1975 TR6. We have enjoyed being members of the club and meeting friendly folks who share an enthusiasm and passion for Triumph sports cars. In addition to being the editors of the quarterly publication, Ken is the club registrar and archivist.

We look forward to meeting new members and becoming more acquainted with the current and veteran members. The Club and the Quarterly Publication will be as good as we collectively make it and we thank the members who contribute to making it interesting. Please continue to share your stories, experiences, and photos - send them to kdntr6@gmail.com.

As your editors, we wish you a Merry Christmas and a happy, healthy and safe New Year.

Ken Nicoll and Joanne Edey-Nicoll

Monthly Meetings

BC Triumph Registry Monthly Meetings are held the ***second Wednesday of the month.***

Location:

December 2015 meeting will be held at Burnaby Lake Rugby Football Club Clubhouse, 3760 Sperling Avenue, Burnaby

NEW MEETING LOCATION

Effective January 2016, the BCTR meetings will be held at the Cloverdale Fairgrounds, 6188 -176 Street, Surrey

Time:

Start at 7:45 pm sharp!

Regalia

All items available with BCTR Club or standard Triumph logo.
Order by email: lindaspouler@telus.net

Embroidered Cloth Crests

2 ½" Diameter \$10



Long sleeve Henley

Pocket, tagless back neck, logo horn buttons, taped neck and shoulder seams.

Black or Olive \$42



Aerial Flags \$5



United We Drive Pins 1 3/8" x 3/8" \$3



Men's Melton Wool Jacket

Leather sleeves and stand-up collar, rib-knot cuffs and waist band, snap front closures, full Taffeta lining, inside pocket, with logo.

Sizes S-5X

\$175

You can order directly from Capricorn One in the UK. They have a wide range of Triumph Auto items. Their website is www.capricorn1.co.uk. All items for all Triumph cars displayed when you click on "Triumph".

Advertising in the BCTR Quarterly Publication

You may have noticed on page 17 under the '*People that Make BCTR Tick*' that the position of **Advertising Coordinator** is vacant. We currently have companies interested in advertising their products and services to our BCTR Club members. Several of these companies have paid for advertising in our Annual Calendar. Once we find someone to fill the



"Yes, I'd Love to Do It"
You =
Advertising Coordinator

Advertising Coordinator position, we can offer these companies an opportunity to advertise in our Quarterly Publication.

If you are interested in filling the position (*did we mention that we are looking for a volunteer?*) or if you know of someone within the club that would be awesome and be willing to try (*no experience needed*), contact President, Brian Thomlinson.

People that make BC Triumph Registry Tick.....



Executive

President	Brian Thomlinson	thomlinson2@shaw.ca
Vice President	Brian Wicks	bwicks@mantechenterprises.com
Secretary	Ken Martin	cageym17@telus.net
Treasurer	Keith Sparkes	kesparkes@shaw.ca
Registrar	Ken Nicoll	kdnr6@gmail.com

Coordinators

Communications/Regalia	Linda Spouler	spoulers@shaw.ca
Advertising	To be filled	your email could go here
Club Archivist	Ken Nicoll	kdnr6@gmail.com
Events	Vladi Kuzel	vkuzrel@telus.net
Webmaster	Allan Reich	areich@telus.net
Publication Editors	Joanne and Ken Nicoll	kdnr6@gmail.com
Club Assets	Jerry Goulet	jerrann@shaw.ca

Technical Reps

TR2/3/3A/B	Bryan Wicks	bwicks@mantechenterprises.com
TR4/4A	John Finlayson	john_finlayson@telus.net
	Larry Spouler	spoulers@shaw.ca
TR5/250	Brian Thomlinson	thomlinson2@shaw.ca
TR6	Lee Cunningham	l_cunnin@hotmail.com
	Bob McDiarmid	rjmcdiarmid@telus.net
TR7/8	Dave Rodger	rosrodger@gmail.com
GT6	Jerry Goulet	jerrann@shaw.ca
Spitfire	Barrie Puffer	bpuffer1@shaw.ca
Triumph Other	Paul Barlow	paul_tr250@shaw.ca

Events

If you have an event that you think would be of interest to BCTR members and would like to have included in this list, please contact Vladi Kuzel- vkuzrel@telus.net

January 14	BCTR Meeting	3760 Sperling Avenue, Burnaby
January 17	BCTR Annual Banquet	Inn at the Quay New Westminster
February 11	BCTR Meeting	3760 Sperling Avenue, Burnaby
March 11	BCTR Meeting	3760 Sperling Avenue, Burnaby
April 9	BCTR Meeting	3760 Sperling Avenue, Burnaby
April 26	St. Georges Day British Motoring Show	Fort Langley Community Hall
May 13	BCTR Meeting	3760 Sperling Avenue, Burnaby
May 16	Vancouver All British Field Meet (ABFM)	Van Dusen Botanical Garden
May 17	All British Run to Whistler	Park Royal Shopping Centre
June 5-7	Boys Run	TBA
June 10	BCTR Meeting	3760 Sperling Avenue, Burnaby
June 15	All British Car and Motorcycle Show	Victoria
June 29	Old Car Sunday Mission	Fraser River Heritage Park, Mission
June 20	BC Highland Games	Percy Perry Stadium, Coquitlam
July 8	BCTR Meeting	3760 Sperling Avenue, Burnaby
July 19	Fraser Valley Classic Car Show	Atchelitz Threshermen's Assn, Chilliwack
July 25	Western Washington All British Field Meet	St. Edward State Park, Kenmore, Washington
August 12	BCTR Meeting	3760 Sperling Avenue, Burnaby
August 14-16	All Triumph Drive Inn (ADTI)	Silverton, Oregon
August 15-16	Vintage Racing	Mission
August 29-31	Oregon All British Field Meet (ABFM)	Portland International Raceway, Oregon
September 6-7	Langley Good Times Cruise-In Show & Shine, Langley	
September 6-7	Luxury Super Car & Shaughessy Concours d'Elegance, Van Dusen Botanical Garden	
September 9	BCTR Meeting	3760 Sperling Avenue, Burnaby
September 13	Hougan Park Picnic Show n' Shine	Abbotsford
September 19	Run to The Sun Car Gathering	Sun Peaks
September 26	Sea to Sky Drive All British Rally	
October 14	BCTR Meeting	3760 Sperling Avenue, Burnaby
November 1	Kruise for Kids	Red Robin parking lot in Guildford Mall
November 1	London to Brighton	Vancouver
November 11	BCTR Meeting	3760 Sperling Avenue, Burnaby
December 9	BCTR Meeting	3760 Sperling Avenue, Burnaby

- For more detailed information, check out the BCTR website: <http://www.bctriumphregistry.com/>
- For a listing of events in BC, Alberta, Washington and Idaho, visit <http://www.autoeventlist.com/>
- All dates are subject to change. The information has been gathered from outside sources and we take no responsibility for errors or omissions.

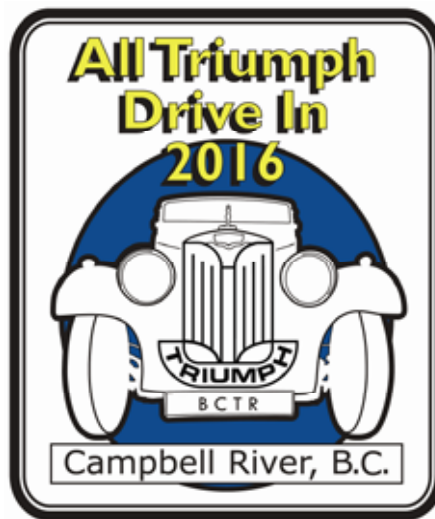
2016 All Triumph Drive In

Come and support your club!
We are hosting the 36th Annual

All Triumph Drive In

in Campbell River

August 12th to 14th, 2016



Our host hotel is the world renowned Painter's Lodge and our room allotment is filling quickly! Reserve soon or you may miss out!

Registration forms will be available mid-January

for information on booking rooms, check our

website at: www.atdi2016.com

for information: info@atdi2016.com