



March 2015



TRIUMPH HERITAGE



Ken Martin's 1980 TR 8

See page 5 for Member Profile

President's Message



Brian Thomlinson
BCTR President 2015

*“There is always
someone in the
club who will help
with mechanical
advice or labour
on your car
maintenance...”*

Greetings Members

By now you have seen and hopefully answered the questionnaire I emailed out to you asking for your input and ideas for the club for 2015.

While trying to write this first piece for the newsletter this past Sunday I became stuck, so what did I do? It was kind of a sunny day so “Out came the TR250 for a 40 mile inspirational drive”. It immediately reminded me of why we love these cars and are in a club that promotes the hobby. They sound good, have a great personality even with a slight smell of gas, respond well, get thumbs up from other drivers and generally make a person enjoy themselves like kids again! Have you had yours out lately?

After looking through our membership roster a few facts surfaced and I'd like to share some club history. The club was formed in 1986 and we recently had member number 530 join. Nine of our members have been involved since 1990 or previous. Eighteen more have been in the club since 2000 or earlier. That means that forty-four members joined the club post 2000. There are currently approximately seventy members in the club and of those we have five members still aboard who are under membership number 10. That is a fair bit of staying power.

By the way, my membership number is 142 and

it is still a thrill to enjoy the cars and the people who have become great friends since joining in 1992. The club was incorporated as a British Columbia non-profit society in 1994.

BCTR have done their part every three years in hosting the ‘All Triumph Drive In’ since 1992. The alternate years it goes to the Tye TR Club of Washington State and the Portland TR Club. We have hosted our shows in Abbotsford (twice), Chilliwack, Aldergrove, Richmond, New Westminster, Fort Langley and Penticton. We are scheduled to hold the ATDI again in 2016. It was recently decided that the 2016 ADTI will be held at Painter’s Lodge in Campbell River, on Vancouver Island. We are coming up with a team of people to organize the event and host our guests.

Our 2015 executive is an enthusiastic bunch who I am privileged to work with and together we hope to come together, share your ideas and plans for a “Triumphant” season. There are those in the group who like local shows, others who venture to the US and those who like to do lots of touring. It is a ton of fun to get a group together and do a small local tour or a drive to the Interior.

There is always someone in the club who will help with mechanical advice or labour on your car maintenance, or refer you to a reliable local shop.

Let’s have a fun filled season of motoring!

Brian Thomlinson
1968 TR250
BCTR President 2015

*Ashes to ashes,
Dust to dust,
If it wasn't for Triumph
Our tools would be rust.*

Source: <http://www.triumphspitfire.com/Jok>

Mayflower featured in the KMS 2015 Calendar

Educating Linda

With the restoration of our second Triumph, and being told that the Mayflower was 'my [Linda's] car', I thought it best to be somewhat knowledgeable when asked questions during upcoming car shows.

Here a list of the things I've learned:

- while talking about 'the car', not to use the term 'chassis', it has a 'unibody'
- new words such as 'trafficator' (is this even a real word?) instead of turn signal
- there are bumperettes on the rear
- the Mayflower is notoriously slow, so we replaced the 4 cylinder, 1247cc side valve, 38 hp flathead engine with a 1300cc Spitfire motor overhead cam engine
- there is a first, second and top gear on the column (three on the tree); the 'H' gear configuration has reverse on the top left. Shifting from first to second is always tricky
- original transmission is still in the car
- we changed the gear ratio because replacing the engine made it sound like I was over-revving the motor. We went from a gear ratio of 1:5.125 to 1:3.70.
- it has one of the earliest all synchro three speeds (put in because Standard Motor engi-

neer Ted Grinham believed it was a cost saving item).

- there is a Pitman (strong) arm steering system
- upholstery was replaced with real leather
- the hood ornament is the Mayflower ship that the pilgrims sailed to Cape Cod in 1620; this was a marketing strategy for the North American market
- nick names for the Mayflower have been Watch charm Rolls; Baby Bentley, the 'flower', razor edged saloon; slab sided tobacco can (car tester Tom McCahill)
- at every car event we have lots of people come up to us to say "wow, my dad/mom used to drive one of these". We've even heard some drove their Mayflower all the way to Alaska!

We purchased the Mayflower from KMS Tools in 2008 and it took Larry three years to restore it.

Linda and Larry Spouler

1950 Mayflower

1967 TR4A



Above: Mayflower gets her photo taken for the KMS calendar.

Right: KMS calendar



BCTR 2014 Banquet

Like many organizations, BCTR held its Year End Banquet in January. This year, the BCTR Year End Banquet was held January 17, 2015 at the Westminster Quay Hotel on the waterfront in New Westminster. Close to 60 people attended the banquet and everyone had a great time! The evening started with our President, Paul welcoming everyone. The members enjoyed a buffet which consisted of three different kinds of salads; wild rice; roasted potatoes; seasonal vegetables; oven baked salmon, chicken marsala, spinach and cheese stuffed pasta and certified angus baron of beef. The dinner was finished off with assorted cakes, and other desserts.

Prior to the event, Paul invited everyone to 're-gift' a Christmas present. Anyone who brought a wrapped gift to the banquet was given a

ticket. After dinner, ticket numbers were drawn and the fun began. When your number was drawn, you had ten seconds to choose a gift from the table. After the first gift was chosen, you could then choose someone else's gift or one from the table. Christine Green hosted the draws and did a fabulous job of keeping everyone on track. Everyone enjoyed taking gifts from one another. Judy Thompson simply couldn't hang on to her gift - she kept choosing bottles of alcohol and they kept being taken from her!

The evening was finished off by Paul introducing our new President, Brian Thomlinson, who thanked Paul and the outgoing Executive for all their hard work and dedication to the club.

Special thanks to Linda and Larry Spouler for doing such a great job of organizing this year's

Three 2014 awards were presented; the "Member of the Year Award"; the "Door Prize" and the "Poor Bugger Award".



Member of the Year
Ken Nicoll



The Door Prize
Lee Cunningham



The Poor Bugger Award
Vito Donatiello

Vito was not able to attend this year's Banquet to receive his award.

BCTR 2014 Banquet



BCTR Member Profile



“BCTR has certainly grown. It’s great to see members volunteering their time to keep to the club moving forward.”

**Ken Martin -1980 TR8,
2004 MINI Cooper S, 1964 Austin Mini Countryman**

Ken is the first member of the original BC Triumph Registry and as such, we have featured Ken’s 1980 TR8 on the cover of this publication. As a Club, we are privileged to have Ken as our current Club Secretary. To honor his position in the Club and to gain an understanding of the history of the organization, we asked Ken to provide us his perspective of how the Club has evolved and his interest in Triumphs.

Q. *You are member #1 one of the original BCTR members- how did the club get started?*

A. It was at the All British Field Meet in 1986 when Trevor Drake and I decided that there should be a club for Triumphs. Every other British car had a club. We organized a run for June 22, 1986. We handed out hundreds of flyers but only four TR7s and my TR8 showed up. It was very disappointing.

Q. *Where were the first meetings held?*

A. After the poor showing for the first run

no one showed up we would pack it in. Unknown to us Mike Broderick was trying to organize a club for TR3s and TR4s, with little success. He brought his group out to our first meeting. A number of Triumph owners showed up and on December 1st 1986 at Me & Ed’s Pizza in Burnaby the British Columbia Triumph Registry was born.

Q. *What was the Club like in the early years?*

A. It was all about club runs, club meetings, pizza, pub nights and of course the cars.

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

A. I’ll probably take a lot of crap over this comment but to be perfectly honest it was a lot more fun in the beginning. There was no politics, agendas, lobbying, or personality conflicts. I realize that some people still get a lot of enjoyment from the events that are available.

Q. *How did you get your original car?*

A. I bought my triton green TR8 in the spring of 1981 and I still have it. It was one of the last 1980 models and I got a \$5,000 discount on it because the 1981 models were about to arrive. It doesn’t have a name. It’s just called ‘The 8’. It’s been driven through most a western Canada and the western USA. It’s been stolen, recovered and had the engine rebuilt because of the nasty bad guys. My first ATDI was in 1986. In 1993 I went to the VTR National Convention in Seattle where “The 8” took 2nd place in the car-show and 1st place, in class, in the autocross.

Sports Car Racing

If you are a fan of sports car racing, you will be pleased to learn of a new circuit being developed in our province. It will be located at what will be named 'Area 27', which was the racing number of both Gilles and Jacques Villeneuve, due mainly to the fact that the latter is heavily involved in the design and development of the track.



The area is owned by the Osoyoos Indian band, which has given its full support for the project. From what I've seen of the layout, it looks really exciting, much more so than what Mission's brave effort has been. In the past the Okanagan has produced some very competitive drivers and fans of the sport and quite a few will be involved in this project.

It will no doubt be a year off before its first event but for myself I can't wait!

1975 John Hunt TR 6

For more information: www.area27.ca

Q. *What cars have you owned over the years that you've been involved in the club?*

A. I owned a pre-production TR8 coupe for a while, four or five Minis, a 1974 Barracuda 440, a hemi Magnum wagon and all kinds of brand X drivers.

Q. *What cars do you own now?*

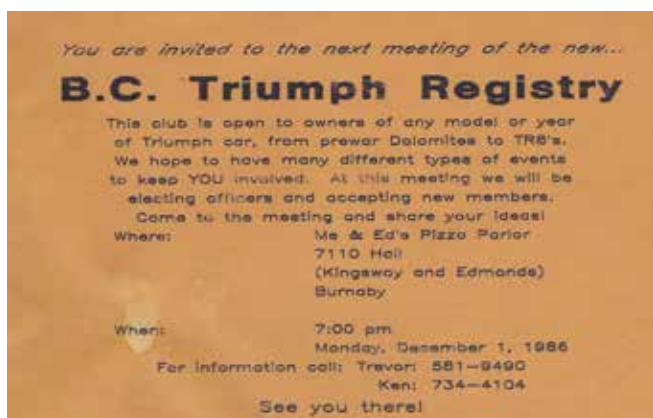
A. I have "The 8", of course, a 2004 MINI Cooper S and a 1964 Austin Mini Countryman that is in a long and painful restoration.

Q. *Why is the club called the BC Triumph Registry'?*

A. When the club was formed, we wanted the acronym to be BCTR. 'BC' represented British Columbia, 'T' represented Triumph, so we had to come up with a word to represent 'R'. We came up with Registry.

Q. *Is there anything else that you can share with the members of the BCTR club?*

A. BCTR has certainly grown. I've met many people over the years that I still know today. The good times far outweigh the not so good times. It's great to see new members and not so new members volunteering their time to keep to the club moving forward.



Copy of one of BCTR first meeting notices

ABFM 2014

The 2014 Vancouver All British Field Meet was another outstanding success. The forecast called for a few showers but as usual the weather office got it wrong. It was dry and reasonably warm all day. Over 600 plus cars were scattered all over the gardens with Jensen Motors, Sunbeam Tigers and Velocetti Motorcycles the featured marques.

The show didn't disappoint anyone with so many different vehicles to view and drool on. Yes even the MG's were magnificent.

I invited my sister and brother-in-law from Gambier Island to view and participate in the event. Joe drove my Vitesse into the event. He was in his glory since he is a past TR4A IRS owner. My sister on the other hand spent most of the day people watching and enjoying the event. I even had her write a 'non Petrol Head' article for this newsletter.

Of course VanDusen wouldn't be the same without the Band, Rolls Royce's, and a McLaren complete with car girls in tight skirts. (Yes the line up

for pictures was long all day). Triumph's and Triumph Owners were out in full force. Some owners were chatty, some slept but the most were partying.

The day was capped off with the Annual BCTR Post ABFM Barbeque. This year Dennis & Pat Nelson hosted a fine event. Our American friends joined us and with a few beers, a glass of wine or two, we all settled in to tell our stories of the day's events. On behalf of the whole BCTR I would like to offer a big thank you to Pat & Dennis for a great event.

Paul Barlow



Andrew Ward having a siesta



Cars on display at 2104 ABFM



A McLaren on display



Velocette-Thruxton



Robin & Anne Webb, and Cheryl Winterbottom

On the Award side the Club did well. Here is list of winners:

<i>Class</i>	<i>First</i>	<i>Second</i>	<i>Third</i>
TR3	Michael Grace	Stephen Crosby	Rick Casey
TR4 & TR250	Dave Kurtz	John Finlayson	Paul Barlow
TR6 (69 to 73)	Lee Cunningham	Bruce Eskeberg	Paul & Debbie Mitchell
TR6 (74 to 76)	George & Dana Novotny	John Hunt	Julius Bekei
TR7	Mervin Steg	Bob Burns	David Rodger
TR8	Miles Johnson	Robin & Ann Web	Andrew Ward
GT6 & Spitfire	Keith Sparkes	Martin Aveyard	Mel Carter
Triumph Other	Linda Spouler	Denis Thompson	Mike Minter

If one or more of these are true.....

If one or more of these are true, unfortunately, you are driving a Triumph.....

- You look in your rear-view mirror to see two people with their hands on your bumper.
- You constantly receive sympathy cards from the Department of Transportation.
- When you are walking across the parking lot, you see a priest performing last rights on your car.
- While stopped at traffic lights, other motorists offer to help push to get you started again.
- You have to stop along side the road at least once a day to pick up parts that have fallen off.
- You leave your keys in the ignition and a \$20 bill on the dash for gas money in hopes that someone will steal your car.
- When you drive though town, people stop what they are doing and just start laughing.
- In place of a spare tire, you find a pair of running shoes.

TR = Tools Required

Source: <http://www.triumphspitfire.com/Jok>

Western Washington ABFM

The 2014 Western Washington ABFM was held at St. Edwards Park in Kenmore Washington (Seattle suburb) on July 26, 2014 under sunny skies.

We started out by meeting at McDonalds in Bellingham for the quick run down. Jerry Goulet in his GT6, Lee Cunningham in his TR6 and Bryan Wicks in his TR3 and myself in the Vitesse met at 7:00 am for a quick bite to eat and to thaw out Bryan Wicks (yes he forgot his gloves & it's cold out at 7:00 am).

The run down was mostly uneventful and we made it to the park in time to get organized before the masses arrived at 10:00 am.

The feature car this year was 'TRIUMPH' so they put a model of each type of Triumph in a circle on a hill. My Vitesse, Bryan's TR3 and Linda Spouler's Mayflower were the BCTR representatives chosen. The organizers provided a placard for each model providing the production history and other details.

Well done!

The day and vehicles was much like a typical ABFM, every model of British car including a turbocharged Bentley. It was stunning. The auto jumble that is normally very large was not up to its usual standard but I do think Lee did find an overdrive transmission and I found a period correct radio I plan to install in the Vitesse.

I don't have the full results of all the Triumph class winners but I do know that Lee was awarded 1st Place for his TR6, Jerry was awarded 3rd Place for his GT6 and Linda's Mayflower was awarded 2nd place in the Other Category. I received a 3rd place trophy for the Vitesse. Not bad, three out of four cars were recognized.

Olivia & Vlad showed up in the Mercedes, took in the event and joined us for the return home and dinner at MI Mexico in Bellingham. It was a good day (other than the flame throwing events – see Flame throwing Vitesse story) but we need more BCTR members to participate in future years.

*Paul Barlow
TR250 & Vitesse*



Lee was awarded 1st Place for his TR6



Linda was awarded 2nd place in the Other Category and Paul received a 3rd place trophy for the Vitesse



Jerry was awarded 3rd place for his GT6

Flame Throwing Vitesse

This is a true story on how to turn a Triumph into a flame thrower.

On the run to ABRM in the Seattle area my Vitesse started to run a little rich, was struggling to keep revs up over 3,500 and was back firing on deceleration. This is where the flame throwing comes in. It seems the fuel isn't being burned as designed and is passed through the exhaust and when you back off the throttle the unused fuel ignites in the hot muffler and shoots out a good flame. Just ask Bryan Wicks!

On the way back from ABFM Bryan was following me and witnessed the flame throwing feat. The eight of us stopped for some Mexican food at Bellingham and it was determined that the carbs were running too rich and a minor adjustment was needed. Bryan offered his expertise to assist in sorting these out so we made arrangement for me to take the Vitesse over to Bryan to sort it out. It was discovered that one carb was gummed up, the timing was out a bit and the throttle linkage was also out of whack. After a few hours of tinkering (mostly Bryan) we were good to go and off I headed home. No flame throwing, reasonable power and no more smell of unburnt fuel. So I thought! I drove the car around town for a few times to ensure it was good to go on the run to ATDI in Tacoma.

I met the Puffers, Webbs, Dixons & Sparkes in Bellingham and after fuel and a quick bite, we head off to catch the ferry to Port Townsend.

Well the Vitesse was not happy, she was missing, there was no power and yes, flame throwing again. However this time it died on the highway about 200 yards from the Burlington turn off. Now I'm stuck on the side of the highway and the Vitesse was dead.

While I was waiting for Hagerty to arrange for a flat bed truck to get me home, Lea Cunningham

showed up and within 2 minutes he determined my Pertonics is done - go figure! You put Pertonics in so you don't have the problem.

Anyway Lee had a set of old points in his car and jury-rigged the Vitesse so at least it would run. I limped home at a 40 to 50 MPH pace praying it wouldn't die again. After a stressful hour I made it to the boarder and 25 minutes later I was home. Since I do have another Triumph I got the 250 out and repacked the car and headed back down I-5 to Tacoma to enjoy ATDI.

After 5 hours of traffic I made it just in time to join the party. Better late than never! The Vitesse now has new Pertonics (yes I still have faith) and is running great. Thanks to Bryan, Lee & the other BCTR members for a memorable experience.

*Paul Barlow
Flame Throwing Vitesse*



Towing TR7 – TR8

Since the engine driven transmission oil pump is inoperative while being towed, five-speed manual transmission models must have the driveshaft removed when being towed for more than 25 miles. Damage to the gears is a result if such is not done.

Source: 101 Tips, Tricks And Shortcuts To Make Your Triumph Look And Run Better – Volume 1. William J. Patrigo – Willpower Press

Tech Talk about TR3A and TR3B

At the recent Brits on the Beach event, we were warmly welcomed by the BCTR and OECC, Central Island members Peter and Sylvia Sparke into their beautiful waterfront home in Nanoose Bay.

The OECC celebrated their 25th anniversary with Brits on the Beach in Ladysmith. The venue was held at Transfer Beach, which offered both sun and shade and showcased between 275 – 300 British cars. On display were Rolls Royces, a Bentley, Land Rovers, Mini, MGs, MG Magentas, Triumphs, and Austins. Of special note was a 1938 Bantam, fully restored and debuting at this event. Another unique car was a BSA roadster. BSA usually manufactured motorcycles, so it was interesting to see this variant.

OECC should be commended for their hospitality. They encourage their members to host any visiting British car owners from afar. We were warmly welcomed and invited to participate in all their activities. Peter and Sylvia Sparke are both OECC and BCTR members and extended an invitation to stay at their beautiful waterfront home in Nanoose Bay.

Peter owns a TR3A, TR3B, TR4, TR4A, Spitfire 4 (Mk 1) and TR8. Needless to say, he's gone his plate full with restorations. Peter previously owned a TR250, but sold it to a lucky Triumph enthusiast in Sydney, Australia. After an in-depth interview, Peter was able to tell me about the history of the TR3A and TR3B. The basic difference is that the TR3A has no synchromesh gearbox and has a smaller engine than the 'B'.

The TR3Bs were a continuation of the TR3A, but did not have official Standard - Triumph sanction. A couple of months after the last TR3A was built, TR3s resumed production in 1962. By this time, all TR assembly space at the Canley plant in Coventry was being utilised for TR4 production, so TR3Bs were assembled by the Forward Radiator

Co. Ltd. which was a Standard - Triumph subsidiary. Now here's the interesting part. There are two series of TR3B cars. These cars were all built with left-hand drive and almost all were for the North American market or to US service personnel serving in Europe with the intent of taking them home. The first 530 series built had a serial number starting with TSF1L and ending with TSF530 (L designating Left hand drive). It had a 1998cc (83mm bore) engine and were basically the same specs as the TR3A. The second series had serial numbers from TCF1L to TCF2804L. This series had the TR4 all-synchromesh gearbox and a 2138cc (86mm bore) engine. Not all the TR3Bs were shipped to North America.

Triumph was now producing the Triumph Italia. Records show that the last 29 TSF chassis were sent to Italy to become Italias. But that's another story!

Caliper Sealing Rings

When replacing caliper sealing rings and dust covers, use extra brake fluid, alcohol or methanol to wash the old calipers out thoroughly. Allow to dry, then wipe clean with a lint free cloth. Apply an ample smear of Girling crimson brake grease over the entire surface of the sealing rings before slipping them into place. If grease is not liberally applied, the dust seals will cause a problem. When inserting new pistons, smear brake grease all over them to prevent rusting as the pads wear and they emerge from the caliper cylinder.



Source: 101 Tips, Tricks And Shortcuts To Make Your Triumph Look And Run Better – Volume 1. William J. Patrigo – Willpower Press

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

kdntr6@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



We are your new 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. We have attended several events over the past few years and have developed friendships with fellow club members. 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 can collectively make it. Please continue to share your stories, experiences, and photos - send them to kdntr6@gmail.com.

Ken Nicoll and Joanne Edey-Nicoll

Monthly Meetings

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

Location:

Burnaby Lake Rugby Football Club Clubhouse,
3760 Sperling Avenue, Burnaby

Time:

Start at 7:45 pm sharp!

People that make the 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

Advertising	Denis Thompson	britstwo@shaw.ca
Club Archivist	Ken Nicoll	kdnr6@gmail.com
Events	Vito Donatiello	vdonatiello@shaw.ca
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 Vito Donatiello - vdonatiello@shaw.ca

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.



**See Ya Later Winery - Penticton, BC
August 2013
Ann and Jerry Goulet, John Hunt, Ken Nicoll**



Joan and John Hunt - Penticton 1997