



TRIUMPH HERITAGE

The Home for Triumph Enthusiasts in BC



- 2 President's Report
- 4 Poor Bugger's Report
- 6 Brit's On The Beach
- 10 BCTR 2025 Summer Run
- 11 BCTR Couple's Run
- 16 TR6 Distributor Conversion
- 21 Cars & Coffee
- 25 BCTR BBQ



BCTR Presidents Report – April 2025

Fellow Triumph Enthusiasts,

We are now in my favourite driving season, late August into early October. I will throw a sweater in the car and add a few more miles before the weather turns. My TR4 has just hit 3,000 miles for the year. Once the driving tappers off, there are a number of items on car that need attending to.

The project TR4 has not progressed much this summer. All the panels are fitted to the body tub and there are no significant alignment issues. The body tub is in very good condition, the panels all have 8 to 9 layers of paint and 3 require welding. The suspension parts are cleaned and are ready for paint and then installation which will get the car back on 4 wheels. Then a decision, either start on the body work or work on the power train. I am leaning to moving the body out of the garage and working on the power train. The A type overdrive is rebuilt courtesy of Lee Cunningham and I have 2 rear end options so the drive train should be straightforward. Which leaves the engine to look at.

The weather cooperated for the BCTR Summer BBQ hosted by the Winterbottoms. The well attended event had over 20 Triumphs including 3 belonging to the host. A 1965 Mustang and Brians uprated vintage Mini filled out the field. There was some excellent food and good company. Thank-you once again Cheryl and Greg. (Pictures from the BBQ at the end of the Newsletter).

After a 5 year hiatus the Club is again handing out annual awards. As the summer BBQ has the largest turnout of any of the BCTR only events it was chosen this year to hand out awards. First up was the door prize, a very nice condition TR7 door with all the gubbins removed. It was decided to retire the door prize this year as there was no room left for more names. Fittingly the winner was Charlie Dooley our TR8 aficionado, hopefully he has room for one more door.



Charlie Dooley accepting his award from Greg Winterbottom

Up next was the 'You Poor Bugger' trophy which the judges awarded to Bryant Paulson. He was stranded in Manning Park after last years ATDI when his wheel hub failed. Fortunately Jason came by a couple hours later and a tow was arranged back to Washington State. Bryant took the win with good humor and tells us he will be getting around to repairs this fall. Honourable Mentions were given to Ron Hunter for a blown engine on the Boys Run and Charlie Dooley for a mishap south of the line. (Bryant was unable to accept his award in person. See following article).



Bryant Paulson's Poor Bugger Award



Andy MacLean accepting his award from Roger Levens

The final award given out was the Member of the Year. This years winner sits on the Executive as the Membership Chair, was one of the 2 key organizers for last years ATDI and this years Boys Run, he put on the Couples run and has organized several other Club events over the last couple of years. This member also likes to show off his extra horsepower and overtake me on the hills, hmm. Congratulations to the owner of a fine green TR8, Andy MacLean.

See you on the roads, Roger

A big welcome to new members Derek & Sharon Kasa from Maple Ridge. They drive a Red 1972 Triumph TR6



Poor Bugger Award by AndyMacLean

Hi Bryant.

How are you doing in these crazy times?

Each year the club potentially gives out three awards....this year done at the annual bbq held yesterday. Past recipients of these awards can be found on our homepage under "awards", "BCTR annual banquet awards" towards the bottom of the page. Now these awards were on hiatus for the past 5 years but this year we got them up and going again.

The Poor Bugger Award is given to the member who faced undue adversity at some point in the recent past....a tow is usually the basis for this. There does not have to be a winner but there often is. And this year the award goes to....you! Remember Manning Park last summer? Who could forget. Congratulations.

The award comes with a perpetuating trophy.....a couple of photos are attached. The question now is how to get it to you, and how for you to return it for next year? Or do you want us to hold it on your behalf? Please comment.

And congrats again.

Thanks and regards,

Andy MacLean
BCTR Registrar



Good evening, Gentlemen,

I graciously accept this prestigious club award!

I am honored to have been chosen as the recipient for 2024~2025.

Sorry, but I have had some health challenges since last September.

Two surgical procedures this year alone; one on March 19th; the last one on August 1st.

Not to mention all of the necessary diagnostics, too.

I'm on the mend now.

I haven't touched the Triumph since that fateful tow truck ride home last August.

This winter, I plan to repair the right front spindle, bearings, brake assembly, and whatever else that got destroyed during that crazy event in Manning Provincial Park.

I hope to be back on the road in 2026 -- both the car and me.

Again, thank you for bestowing upon me the esteemed Poor Bugger Award!

Please give my best to all BCTR members.

Cheers, Bryant

Hello again Bryant.

Sorry to hear things have not been great since we saw you a year ago. This news really cements you as the poor bugger winner for 2024-25! lol.

We are relieved to hear you are on the mend, and you're going to get that beauty TR back on the road. Hopefully we'll see you next spring/summer.

With your permission I will hang on to the trophy on your behalf....you, and the rest of the club knowing you won, and having your name on the trophy forever, is what it's all about.

Take care and best wishes for a complete recovery from your friends at BCTR.

Cheers

Andy MacLean

BCTR Registrar



Brits On The Beach - Nanaimo by Bryan Wicks

This July I found myself over in Nanaimo visiting friends and driving my little Red Mini. The TR3 was happily resting in my garage at home. The Brits on the Beach car show can be a last minute decision and entrance is by donation for a good local cause. I did bump into non-locals from the mainland and Victoria all from various car clubs. Classic car ownership can become a smaller world if one has various classics.

I've included photos of a number of what I found to be interesting cars, not all Triumphs. The restoration of numerous cars was exemplary. The show was interesting because there were a lot of Triumphs attending. I've been to this show about a half dozen times in the past, with my TR3 and there weren't that many Triumphs there.

So, if in the future you want to attend a low key but very interesting British classic car show I recommend you go over to the island and have a visit.

Cheers: BKW 1956 TR3.









BCTR 2025 Summer Runs by Andy MacLean

BCTR does not hold formal meetings in July and August, instead we try to have a “run”. These runs are generally an hour or so long, culminating at a pub where we can discuss all things Triumph. Or anything else that comes to mind.

In July our pres Roger Levens organized a Wednesday evening run from Langley up to the campgrounds at Alouette Lake. Now I for one have not been up to this area for quite some time; about when Judy and I gave up on tenting. And that was long ago....about when our kids arrived on the scene. It was a brilliant drive. Dry and warm, with little traffic. I had forgotten how nice it is up there. We returned via 232nd St in Maple Ridge and then met at the Kingfisher Pub in Albion. Where is was amateur band night....we could not hear ourselves think until we managed to get a table outside on the patio. Regrettably only four cars took part but we made the most of it anyhow.



From Left: Andy, Brian, Ron, Charlie, Ron, Greg, Frank, Lyle. Not shown Gary.

In August yours truly organized a run through Langley and Ft Langley. We met at the movie theatre complex on 200th and proceeded east along the river to 252nd St where we saw the McIver homestead built c.1890 disintegrating before our eyes. One good snowfall and it'll collapse I am sure. We proceeded up the escarpment and in spite of all of my planning I managed to lead us all onto the freeway; this was something I really did not want to do. Once on the freeway my plans were discarded it was every

man for himself....fortunately everybody knew our destination was Jimmy Mac's in Pt Kells and we all made it. And all being good sports nobody was too upset at my lousy navigating. One beer and all sins were forgiven. Or so I hope! Ten cars took part this time. Thanks to all who participated in these runs. Summer is a great driving season but of course it brings on all kinds of work, family and other pressures. I'd like to see some feedback from y'all on what we should look into doing so more of us can get out and enjoy the camaraderie. Cheers

BCTR Couples Run, 2025 By Andy MacLean

July 15, 2025

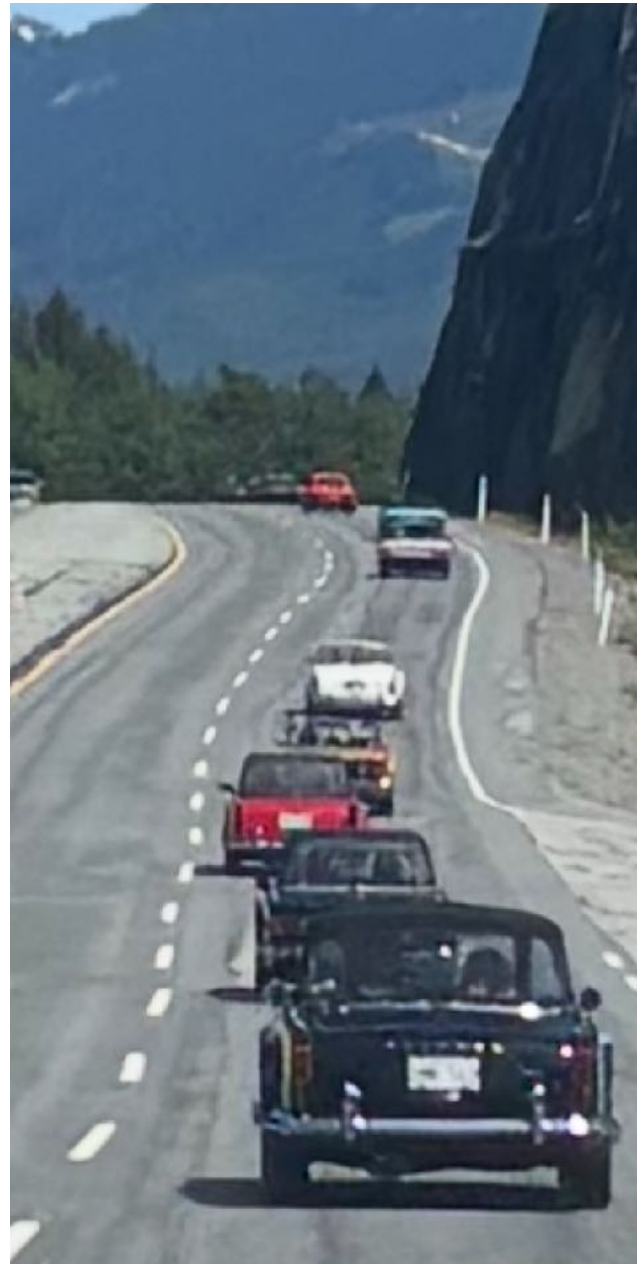
The 2025 Couples Run is over. Eleven couples set forth from Westview Shopping Center just before 10am on Monday July 7. Traffic getting to Westview was lighter than I expected....only 45 mins for Judy and myself from Port Coquitlam. Others had more but nothing like what I feared. Summer holidays really do take traffic off the roads.

The run had a mixed bag of cars, in no particular order:

Lyle and Fern Dickson....TR-6
Ken and Joanne Nicoll....TR-6
Barrie and Jeannette Puffer....GT-6
Ron and Deni Hunter...TR-4A
Gary and Bernadette Gruchey...TR-4
Derek and Maria Bailey....TR-6
Chris and Kim Taraviras....TR-8
George and Amy Taraviras...TR-8
Greg and Cheryl Winterbottom...TR-250
Vlad and Cathy Kuzel...TR-6
and Andy & Judy MacLean...TR-8



Our route today was to take the Sea to Sky to Pemberton where we would stop for lunch and Ken and Joanne's daughter Steffanie and husband Dave's home. Ken led the way to Squamish where we gassed up, and for some reason he insisted I lead us to Pemberton. Attached to this report is a photo of the convoy taken from car 11, the Bailey's....I think it's a great shot of what we're all about. The drive north was on the slow side as we were behind a real Nervous Nellie, and as I wanted to keep the group together I made no attempt to pass him, much as I was chomping at the bit to do so.



As we approached Pemberton we were pulled over by the RCMP.....



I could not fathom why. We were definitely not speeding thanks to Nervous Nellie; in fact as far as I was concerned we were the picture child's of safe driving. As the lead car I was the first to be interviewed.....The officer said they had reports of erratic and unsafe driving by a bunch of British sports cars, some of which had no brake lights. Now the brake lights I could buy into....eleven sets of Lucas wiring....the odds were at least one car was guilty. However, it all turned out be a prank, orchestrated by the Nicolls who had set it up through their nephew Wes....he's the officer with the Stetson. Once it became clear it was all a prank the reason why Ken insisted on me leading became clear. It was a real "gotcha".

Lunch at the Nicoll's daughters home was terrific. We did not meet Steffanie but did meet husband Dave.....they have a fantastic home in a new subdivision just o the east of downtown Pemberton. All of us were most appreciative of their hospitality.

After lunch it was on to Duffy Lake, Lillooett, the Marble Canyon and finally Clinton. We stayed in the Clinton Lodge where we all got together for dinner in the pub. All good.

The next day brought unsettled skies which eventually turned to rain a few hours later. Regrettably five couples left us for various reasons, leaving six cars to carry on. We headed north to 70 Mile House where we turned off on the road to Green Lake which eventually connected with Hwy 24 en route to Little Fort where we stopped for lunch at the High 5 Diner. If you're ever in this area make sure you stop. The place is right out of the 50's, but with a 2025 menu board. Well worth the stop. While on our way to Little Fort the threatened rain appeared....several of stopped to put up tops, but poor George's top was in such bad shape he elected to carry on topless.



After Little Fort the rain stopped and it was on to Kamloops where we faced the first and only mechanical issue. Vlad's alternator seized, fortunately right on the outskirts of the city.

Lordco were not able to help but Derek Bailey was able to get the name of an alternator repair shop in Kamloops where....surprise surprise....they had a suitable Lucas alternator on the shelf. It only took a credit card and a little more than an hour to have Vlad and Cathy back on the road. Thank you Derek.....our 2025 BCTR Good Samaritan award nominee.



After a super pleasant drive along Hwy 5A Quilchena/Nicola Lake we all arrived in Merritt where five of us overnighted. George with no top elected to avoid meeting the rain gods again and chose to carry on home.

The next day we all headed south to Princeton and a detour to Tulameen where Greg and Cheryl hosted a brunch at their “cabin”. Great hospitality....Thanks Greg and Cheryl!

After Tulameen it was head home for four of us. Judy and myself took a short detour to Osoyoos for the night.

All through our drive from Vancouver to Pemberton, Lillooet, Clinton, Little Fort, Kamloops, Merritt and Princeton we saw very little traffic. Where was everybody? It's summer holiday time after all. Well, the answer to that question, at least to Judy and myself, was they're all on Hwy 3 the Hope Princeton. Numerous road closures for paving and so on bottled it all up for us. Fortunately it wasn't too hot so we managed to make it home only slightly cooked.

All in all a great trip. Thanks everybody that attended. And thanks Ron Hunter who made a number of great suggestions towards what made this a most successful run. Hopefully we can put something together next year.
Cheers!



TR-6 Distributor Conversion from Vacuum Retard to Vacuum Advance

by George Novotny

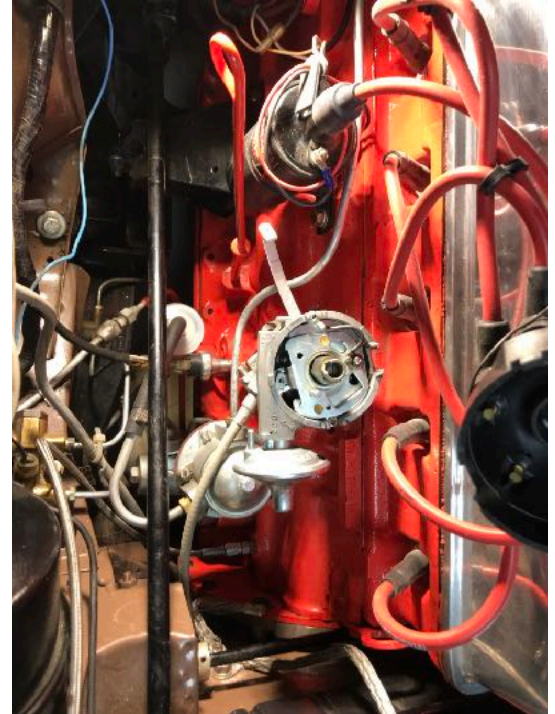
I have just completed this summer, distributor changes to my 1975 TR-6 with a Lucas Distributor Model # 22D6 and Zenith Stromberg carburetors.

After I did my frame off restoration on my TR-6 in 2008 and rebuilt my engine complete with the many upgrades, increased compression to 9.6 :1 etc. I found that when I would go out for a cruise that the car hesitated and ran rough if I was below 2000 rpm. Over the years I just revved the engine to over 2000 rpm and the engine ran well. I thought that the engine upgrades were causing the rough running of the engine.

I had talked to Lee Cunningham about my issue of poor engine running and he suggested that I look at converting the distributor from vacuum retard to vacuum advance. When rebuilding the engine, I sent the distributor to Advance Distributors to get it rebuilt. They sent it back with the vacuum retard in place and with points and condenser installed.



Vacuum Retard



Distributor before Petronix

I choose not to connect vacuum to the distributor retard pot to the carbs since it would retard the timing by turning the distributor plate counterclockwise.

I got the TR6 tuned up by Mike Fraser in Kelowna and he suggested that I go to Petronix electronic ignition and replace the points and condenser setup which we did.



So, I researched the vacuum retard and vacuum advance on the TR6 over the years and found that the TR-6's years 1969-70 had Lucas distributors with Centrifugal Advance and both Vacuum Advance and Vacuum Retard,

1971-1976 had distributor Centrifugal Advance and only Vacuum Retard due to Triumph needing to meet California emission rules.

It was possible to change the Retard pot to an Advance pot while the distributor was in place.

This is the material list that I purchased for the conversion

1. Special TR6 Vacuum Unit Part # 01315 - British Vacuum Unit – Canterbury, NH USA \$89.95
2. 2- Dorman Plastic Vacuum Hoses Part # 47419 – Summit Racing \$13.98
3. 1- Dorman Hose Connector Part # 47430 - Summit Racing \$ 3.99
4. 1- Adaptor vacuum advance Part # 365-315 – Moss Motors \$31.99



Carb Vacuum Port

5.2- Vacuum rubber connectors
90 Degree Part # 153-840 – Moss
Motors \$2.18

Total without freight & taxes is
USD 142.09

I started by removing the brass plug on the top of the rear carburetor to access the vacuum port which is above the throttle plate which generates a vacuum as the throttle is opened and when is wide open you get zero vacuum. When the adaptor is screwed into the carburetor it is good to check you have vacuum with a vacuum gauge the shows

you are getting vacuum as you start the engine and open the throttle to see your vacuum reading on the gauge.

Note some carburetors have the port taped but do not have the small orifice drilled into the carb body. British Vacuum Unit can drill this precise hole which has to be done correctly to be above the throttle plate on the carb. It is important to use the carburetor vacuum versus the manifold vacuum.

I then disconnected the vacuum retard unit from the distributor plate and drove the spring pin out that holds the retard pot to the distributor housing. With the pot removed then I disconnected the distributor plate with the Petronix unit. This plate has a pin that holds the spring or lever to move the distributor plate to advance or retard the ignition with the vacuum from the carburetor. The pin must be ground down appr. 3/32 inch so you can install the Vacuum Advance pot ridged lever over the pin as you install the vacuum unit to the distributor with a new spring pin.

I also tested the movement of the distributor plate with a Mityvac vacuum pump that I normally use to bleed my brakes and applied vacuum to the Advance Vacuum pot to see the advance movement of the distributor plate which is moving clockwise to advance the ignition.

The Vacuum advance unit I got from BVU was part # 01315 and was recommended by Rob at BVU for my engine with its upgrades. The unit starts moving the distributor advance plate at 5" vacuum and stops at 13" vacuum and the total

advance degrees of vacuum at the distributor is 10 Degrees or 20 Degrees at crankshaft.

Now the Distributor maximum mechanical advance is 13 degrees at distributor or 26 degrees at crankcase.

The total timing is = initial timing +vacuum advance timing + distributor mechanical timing.



Distributor With Vacuum Advance Complete

My initial timing is set 12 degrees BTOC.

I also bought a timing light that can read engine RPM and advance timing as I accelerate the engine.

After I made all the changes and connected the new vacuum unit, I ran a set of tests measuring the timing on the engine and I have attached a spreadsheet showing the various readings I came up with.

After doing these changes, I took my car out for a test drive, and I noticed the car runs much better under low load

and low rpm and I got rid of the hesitation and jerking at low rpm.

I am very happy with this conversion and would recommend other TR-6 owners do this conversion.

There is some good reference material on the net.

1. British Vacuum Unit - Web Site – New Hampshire – Owner Robert Medynski
2. Moss Motors - TR6 Vacuum Advance Conversion- installation instructions
3. YouTube.com - TR6 Vacuum Advance conversion Part 1 of2

If folks have any questions about is change over feel free to call me 250-442-3657.

George Novotny 1975 Triumph TR-6, Maple Ridge

TR-6 Advance timing chart

	Distributor	Vacuum Canister#01315						
	Lucas 22D6	5-13-10						
	Maximum mech. advance	5" Starts vacuum 13" Full vacuum						
	13 degrees dist.	10 degrees vacuum adv.						
	26 degrees - crank.	20 degrees at crankshaft						
Car & Engine in Stationary Position								
Item	Engine (Crankshaft)RPM	Engine (Crankshaft)	Distributor Mechanical	Engine (Crankshaft)	Distributor RPM	Carburator Vacuum Inches of mercury	Distributor Vacuum Advance Crankshaft Degrees	Engine (Crankshaft) Total Advance Degrees Initial degrees+ (Mech advance + Vacuum Advance) Total advance
		Total Advance Degrees With No Vacuum Advance	Advance Degrees	Total Advance Degrees With Vacuum Advance				
1	Idle 850	12 Degrees BTDC	0 degrees	12 Degrees BTDC	425	0	0	12 + 0 = 12
2	1000	14 Degrees BTDC	2 Degrees	14 Degrees BTDC	500	0	0	12 + 2 = 14
3	1500	18 Degrees BTDC	6 Degrees	18 Degrees BTDC	750	1	0	12 + 6 = 18
4	2000	22 Degrees BTDC	10 Degrees	22 Degrees BTDC	1000	3	0	12 + 10 = 22
5	2500	25 Degrees BTDC	13 Degrees	25 Degrees BTDC	1250	6	9	12 + 13 = 25
6	3000	29 Degrees BTDC	17 Degrees	36 Degrees BTDC	1500	10	12	12 + 24 = 36
7	3500	33 Degrees BTDC	21 Degrees	44 Degrees BTDC	1750	14	20	12 + 32 = 44



Cars & Coffee Report by Former Member

Former member Gerald Carlson recently sent me an email with some photos of his recent car related travels. Readers may note one or two familiar Triumphs included. Here are most of the photos and some of the text. Jonathan Clegg

“Hope you are doing well, I forgot to send a few pics from some of the shows I've attended this year (so far). As previously mentioned my TR4 was at the ABFM but hasn't moved since the show, as it's not running to my liking. Suddenly it's become very hard to start & when it does it runs rough @ 2500RPM (so idle seems OK but past that it stumbles which doesn't give one confidence to go on a drive). Haven't figured it out yet & my parkade is having major repair work done at the moment (I'm not enjoying all the concrete dust). Unfortunately I've missed the local Cars & Coffee gatherings. I should mention there were 3 black TR4's at the ABFM this year, quite unusual. Here are a few shots...

Hats Off Day Burnaby Heights:





Burrard Yacht Club, North Vancouver



Spotted this nice old boat for sale in Coal Harbour



KMS Tools, Coquitlam



Ferrari Daytona at Italian Car Show, Italian Cultural Centre



Early 1950s Ford F1, Village Classic Car Show Chilliwack



TR3





One of the black TR4s that was at the ABFM was also at the Dueck Show, the owner is a transmission specialist at Duecks:

Here are a couple of shots from a show in Agassiz, spent at least an hour stuck in traffic trying to get there. Have fun on Hornby! That's it for now! Gerald"



BCTR BBQ, August 24, 2025

Annual BBQ was held at Greg & Cheryl Winterbottom's home in Anmore. It was well attended. Here are some pictures taken during the event.



