RAGTOP

The Magazine Of The Toronto Triumph Club

SUMMER 2012

Three Models Celebrate 50 Years



Souvenir Programme

29th ANNUAL

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So Many 50ths, So Little Space!



Welcome to British Car Day and your programme. I hope you find it enhances your show experience and provides some interesting reading. New for this year is an extra large fold-up map of the show, which you should have received with this programme. Please use it to locate the cars and classes for your Participant's Choice Car Show voting. The ballot box is in the Registration area and your votes are very important.

Also new this year are large location maps situated around the park, to find important facilities and key areas of the show and a Lost & Found has been set up at the TTC tent, beside Registration.

It must be my age, so many of the cars I remember from growing up in Great Britain are having their 50th Anniversaries in 2012. MGB, Triumph Spitfire, Lotus Elan, BMC 1100 and Ford Cortina have all hit the half century mark. At British Car Day we are highlighting the MGB and Spitfire models with special displays and expect 150 MGBs and over 50 Spitfires, including examples of each model year produced. We hope to have several Elans, a few 1100s and a Cortina or two for you to enjoy (these models are much rarer and we never know until showtime how many will turn up!)

In the Ragtop section of this issue starting on page 1 (after the BCD programme), you will notice a distinctly GT6 flavour. The "Other" 6 is often overlooked and, after Assistant Editor Terence McKillen had requested submissions from our marque coordinators, we received a great response from our owner members.

British Car Day is the largest British car show in North America and it gets bigger every year. The TTC is a small club and we couldn't achieve such a large event without the help of other car clubs, hundreds of volunteers and of course, our corporate sponsors. This year on behalf of the TTC, I'd like say a special thank you to the MG Car Club of Toronto for their Tour de force display of MGBs, closely followed by my colleagues at the TTC for the Spitfire collection and a big shout out to our new Gold sponsor - Autoglym - who have joined Crescent Oil, Budd's Imported Cars and Lant Insurance/Hagerty in providing their valuable support. Last but not least, I want to thank Exotic Car Tours and the British Car Council for their generous draw prize donations.

Have an amazing British Car Day!

David Fidler, Editor

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A Day to Remember



When David Tushingham, TTC President, asked for a volunteer to chair this year's British Car Day I said, "sure" ... then he fixed me with his beady eye and said "Of course it's The Toronto Triumph Club's 29th year of putting on this highly successful show and it's THE largest LBC event in North America" … in other words don't screw this up, Sims!

Fast forward to today … it's been a ton of fun and a pleasure to work with a bunch of such dedicated volunteers to bring you this year's offering which will be bigger and better than ever, including two exciting draws; win a day with an Aston Martin courtesy of GTA Exotics and win your classic car insurance for a year courtesy of The British Car Council. I'd like to take this opportunity to say a special thank you to David Freeman who has driven all the way from High Point, NC with his unique display of four Standard/Triumph 10s.

Thank you to everyone involved in making BCD a day to remember!

Dave Sims, 2012 BCD Chairman

Important Times & Events

8:00 am..... **Gates open for Show Cars**
9:00 am..... **Vendor Area / Flea Market opens**
10:00 am..... **Park Gates open for spectators**
1:00 pm..... **Voting closes for Participant's Choice awards.**
Please submit your completed ballot no later than 1 pm… and don't forget to include your vote for Best in Show!
(One ballot per show car registrant please)
2:00 pm..... **Awards presentation for Participant's Choice**
(approx.) **Judging** *(You must be present to collect your award)*
3:00 pm..... **Prize Draws**

● **WIN your classic car auto insurance paid for a year courtesy of The British Car Council Two Prizes!**
(submit a ballot at BCCI table, near registration)

● **WIN a day driving an Aston Martin and 5 other supercars, courtesy of Exotic Car Tours!** *(you must be in attendance to win this prize!)*

See You Again Next Year!

FOR OUR 30th BRITISH CAR DAY
Sunday, September 15th, 2013

HAPPY BIRTHDAY MGB!

By Dave Burns
(MG Car Club of Toronto)

This year marks 50 years since the first MGB rolled off the production line at Abingdon, England on May 22, 1962. The weekend after this year's British Car Day, on September 23, the MG Car Club and the MG Owners Club in the UK will be joining forces to stage a huge charity event at Blenheim Palace, in Oxford, England, to celebrate the golden anniversary of this iconic British sports car. Blenheim Palace was used by the Abingdon factory on many occasions for their press and brochure photo shoots and so is a perfect venue to recognize the joy that this little British car has provided over the last half century. There will be a variety of attractions such as a timeline of MGBs from 1962 to 1980, a self-judging concours, ex-factory workers, MGB race drivers and personalities and a large variety of trade stands.

In the early sixties, after a very successful run of 100,000 MGAs – MG was searching for a new look. Several design prototypes resulted in the new MGB with cleaner straighter lines, small fins, scalloped headlights, roomier space, more comfort, windup windows and more power under the bonnet. First designs were based upon the separate frame and rail system used on earlier MGs, but were eventually discarded in favour of the lighter monocoque body that achieved its strength and rigidity from the unitary bodyshell itself. This was a particularly difficult design challenge for a roadster. If you look sideways at an MGB roadster with the doors off you see the front and rear sections of the car joined by the floor that is only a few inches thick.



"Of course, with the doors off you can see it wants a bit of welding."

The main strength holding the front and rear sections in a torsionally (twisting) stiff package came from the design of the sills (longitudinal, internally reinforced boxes) and from the central tunnel joined by cross members that physically overlapped. This design gave MGB excellent rigidity for an open car and was lighter than the frame and body system allowing more creature comforts to be added. It also helps us to understand why corroded sills are such a 'must repair' item, if one is to avoid dragging ones bum along the road.

512,243 MGBs were produced over the 18 years from 1962 to 1980. 75% of them were roadsters and 25% were GTs.



Period MGB ad



They are generally classed as Mark I, II and III with 27% being Mark I (1962-67), 10% Mark II (1967-69) and 63% Mark III (1969-80). Chrome bumper cars made up 70% of the total and rubber bumpers 30%. Other interesting statistics show that almost 300,000 roadsters, i.e. 80% of all the MGB roadsters ever produced were shipped to North America whereas only 38% of GT production crossed the pond (only a few after 1974, i.e. 1247 rubber bumper GTs in the second half of 1974, then nothing from 1975 on). Only a measly 13% of all the MGB roadsters produced at Abingdon were sold in the UK market. Talk about an export based economy! Another interesting stat is for cars fitted with V8 engines. 2591 of these babies were produced (all GTs) but only 8 made it to North America! You would think that the appeal for eight cylinder cars would have been the greatest in the US – home of the muscle car, but perhaps the new US safety regulations kept them from being sold abroad.

The bumper style on our little British buggies is the most common descriptor used to identify which model of MGB that we own – as in "I've got a '73B chrome bumper" or "is yours a chrome or rubber bumper?" Of course there are endless dialogues about which is better. Rubber bumpered cars unfortunately get saddled with the identity that includes many of the less popular changes after 1974 such as higher ride height and less horsepower, however their aesthetics and lines are more appealing to some.

Chrome bumpers were installed on cars from 1962 through part of 1974. Mostly the year-to-year differences were changes to the overriders. Originally overriders were all chrome. Rear overriders were always included from the beginning and incorporated the lighting for the license plate. Overriders had black rubber buffers fitted for North American cars in 1970. In the 1970 model year only, rear quarter bumpers with rubber inserts were fitted. These are the so called "split bumper" cars and the license illumination was in the inside end of the bumpers. Then in 1974, due to mounting pressure to provide better low speed impact resistance, North American cars were fitted with large rubber overriders that had internal springs and were dubbed by many as "Sabrinas". These were only produced for the first part of 1974 and then in September the first rubber bumpered cars arrived starting with car #360301. Although they are commonly referred to as rubber bumpers, they are actually made of polyurethane, not rubber at all. They helped cope with the American 5mph impact requirement and blended in with the lines of the car. They were black semi-gloss when they left the factory and were not designed to be painted.

Fortunately we had a variety of wheel styles to choose from between 1962 and 1980. In the 1960s Bs had basically two choices of wheels – discs or wires. The standard wheel was the simple four-stud disc wheel, painted silver with 12 oval ventilation holes capped with a plain chrome hubcap. The roadster wheels were 4Jx14" and the GT had 5Jx14". You could get centre lock, 60 spoke wire wheels (4.5Jx14") as an optional extra and they were usually painted aluminium colour. Chromed wires were generally available



Chrome overriders



Split Bumper



Rubber Bumper



Sabrina front



Wheels through the production range

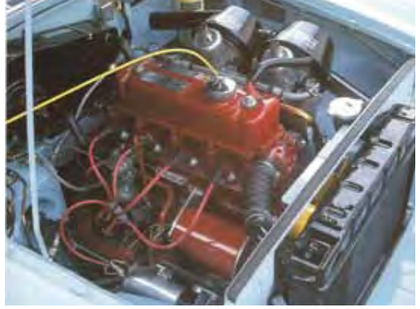
after 1965 and were offered to 1971, but painted wires were available throughout the entire lifecycle of the MGB. The wires were fastened to the hub with two-eared knock-ons and after 1968 with an octagonal nut. The knock-ons and the octagonal nut had the words 'Right Side' or 'Left Side' and 'Undo' with an arrow to identify which side of the car to use them on as the threads were opposite to provide for a tightening action as the car rolled forward.

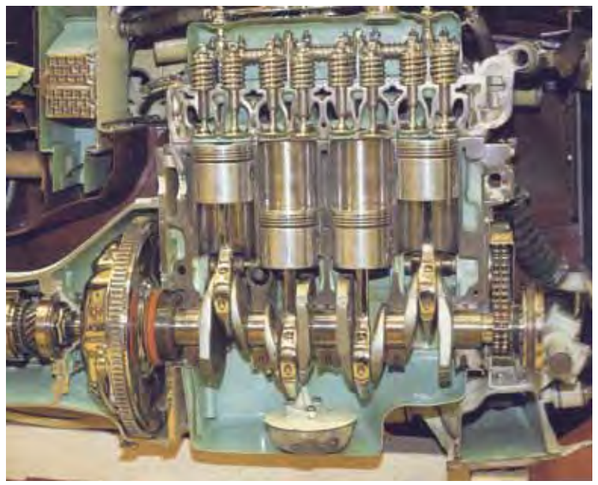
In the 1970 model year the standard disc wheel was replaced with the Rostyle wheel. Rostyle stands for RO-style or Rubery-Owen style, after the manufacturer of the wheel. They had a four quarter design with four painted spokes and eight ventilation holes. They were painted silver and black. Chrome plated Rostyles were available (and they retained the four black painted quadrants) from 1970 to 1972 for North American cars and were available on other exports until 1976. The painted Rostyle was standard equipment until the end of production.

The V8 cars, very few of which made it to North America, had a cast alloy 5Jx14" wheel that was made by Dunlop. The wheel centres were cast but the rims were chrome-plated steel. These wheels had ten square ventilation holes surrounded by a bright alloy finish and special chrome plated nuts with captive washers. The last type of MGB wheel was a cast alloy with five spokes in a pentastar design. It was found on the 1979-80 North American LE roadsters, on all GT LE models and on a few of the roadster LE models.

The original plan was for MGBs to be powered by a 2000cc V4 engine that was under development, but was eventually scrapped for the reliable B-Series 4-cylinder inline power plant. For the first three years of production these were a three main bearing version, but were quickly changed to a five bearing crank. They were similar to an earlier version engine used in MGAs bored out to 80.26mm with a stroke of 88.9mm that provided 1798cc of displacement. The earlier cars developed 95 horsepower with a top speed of about 105mph, but by the mid`70s they were down to 65 hp as more emissions equipment was added. They were fueled by two SU carburettors, at first HS-4s and later HIFs and then after December 1974 by a single Zenith Stromburg all supplied by an SU electric fuel pump. About 9000 six-cylinder cars were produced from 1966 to 1969, designated as the MGC and 2591 GTs were produced between 1972 and 1976 with the Rover V8 engine.

Power was supplied to the rear wheels via the 4-speed manual gearbox that did not have synchromesh on first gear until late 1967, when a fully synchronized model was introduced requiring an enlargement of the transmission tunnel.





MGB Engine and engine cutaway

From 1963 a Laycock de Normanville D type overdrive was available and later the Laycock LH type. From 1967 to 1973 a Borg Warner 3-speed automatic gearbox coupled to a hydraulic fluid torque converter was an optional extra on MGB and MGC models. They were mostly sold in the home market.

Worldwide, there are hundreds of events and runs being held to celebrate MGB's 50th anniversary. The MG Car Club of Toronto has profiled MGB at the Canadian International Car Show in February, at the Yorkville Exotic Car Show in June and on September 16, at British Car Day in Bronte park, you will see a special display of MGBs of different years. Take the time to look at all of the different production variations and join in the celebrations for 50 years of enjoyment of this great little car. **BCD**

Join a club

Active since 1955 the MG Car Club of Toronto is one of the oldest MG Clubs in North America and supports all models of the MG marque.

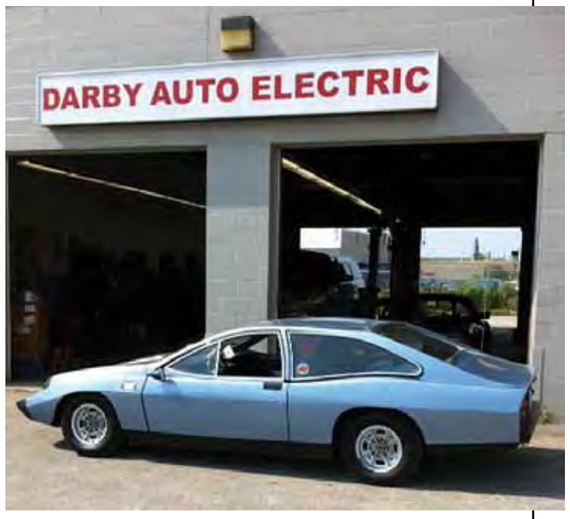
The club meets on the 2nd Tuesday of each month (September - May) at the Grand Prix Kartways in Downsview Park. Visitors and new members are always welcome. For more information and a complete schedule of club events, please visit our website at www.mgtoronto.com

Reference:
Original MGB with MGC and MGB GTV8
By A.D. Clausager

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Join a club

Ontario MG T Register

The Ontario MG T Register was founded in 1969 by two MG T Series owners who met by chance at an unrelated auto event. Membership and vehicle registrations in the Ontario club grew rapidly as other owners discovered the objectives and benefits of being associated. As with most special interest car clubs, membership can provide the opportunities to learn from others; to obtain technical assistance often required and freely shared; and to learn about suppliers who cater to our need for replacement parts and services that can no longer be obtained at your corner garage.

The Register's objective is to preserve and maintain pre-1956 MGs and all models of MGAs and in doing so, ensure these beautiful and quaint vehicles keep on going, providing driving pleasure to their owners. A very important part of that pleasure comes from meeting other owners at club events throughout the year and especially during the driving season, as most members like to get out into their cars and drive them.

Membership is open to all persons interested in furthering the objectives of the organization. The annual membership dues are $40.00.



Please visit our web site for further information: www.omgtr.ca.

Join a club

The Ottawa MG Club

The Ottawa MG Club is a proud group of people who have a clear and common interest in MGs. There are over 130 members and 170 vehicles in the club and we draw members from a 50 mile radius around Ottawa. Our event calendar is chocked full of great opportunities to drive and gather at many local and far-flung venues to celebrate our passion for MGs and MG people. Even in the off season, we gather for monthly meetings. We are very proud to say, we have a great balance between the social and technical needs of the group.

Our regular monthly meetings are never boring and our technical sessions are inspiring. Club executives and members are usually right in the thick of things that relate to MGs and the people who own/drive them.

Events conducted by club members are a great mix of traditional gatherings and newer 'current topic' events. For example; our annual Gumball Rally and Cheapo-Cheapo events have been great successes year-after-year and, for this 2012 driving season, in celebration of the 50th Anniversary of the MGB, we have several special things happening, including driving around the Calabogie Track (see picture), a commemorative event depicting the 1st MGB off the line at Abingdon (see picture) complete with a special birthday party & cake and a special Fall Colour Run in September.





The Ottawa MG Club is now in its 22nd year and assistance is only a phone call or an E-mail away, if members need help with their MG. Newsletters are issued seasonally, 4 times a year, and electronic notes are delivered at the speed of the internet, when activities and important information need to be broadcast.

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TRIUMPH SPITFIRE – 50TH ANNIVERSARY YEAR

Definitely Not A Bomb

By - Terence McKillen

The Triumph Spitfire was first introduced at the Earls Court Motor Show, London, in October, 1962. It provided Triumph with a small two-seat sports car to complement the larger TR4 roadster and was designed to compete directly against the existing and already successful Austin Healey Sprite and MG Midget. There is no question that the Spitfire was an outstanding success when measured against its sales achievement over its rivals and from its record breaking eighteen year production run.

The ten day long 1962 show occurred over one of the the most eventful periods in modern history - the Cuban Missile Crisis - when the world came to the brink of nuclear war. The fate of millions hinged upon the ability of two men, U.S. President John F. Kennedy and Soviet Premier Nikita Khrushchev, to reach a compromise. Fortunately they did, and on a lighter vein, in the same month, "Dr. No", the first James Bond film, premiered in UK cinemas and The Beatles released their single "Love Me Do".

Italian designer Giovanni Michelotti who had already designed the successful Triumph Herald saloon, was commissioned in the late 1950s to produce a small roadster based on the Herald power plant and platform. Triumph went to great lengths to ensure the Spitfire was a better car than the rival Sprite/Midget.[1] There was more legroom, wind down windows rather than side screens, a wider cockpit, storage space behind the seats, space for an overdrive unit, an opening boot (trunk), sleek body styling and ease of maintenance due to the large forward hinging bonnet (hood), which included the wheel arches, giving full access to the engine and front suspension, similar in concept to that of the E-Type Jaguar.



At the beginning of the 1960s, Standard-Triumph found itself once again in financial difficulties, and unable to put the new car into production. It was not until after the merger with Leyland was completed that funding became available and the car finally launched. Prior to adopting the "Spitfire" name, the development project was referred internally at Triumph as "the Bomb."[2] During its 18-year production run, the Spitfire underwent several updates in engine and mechanical components and a couple of major changes to body styling. Five models were developed as the Spitfire 4 (or Mark I), Mark II, Mark III, Mark IV and 1500 (sometimes informally called the Mark V). Although not marketed as Spitfires, Triumph also developed a fast-back coupé variant which appeared from 1966 to 1973 as the GT6 in Mark I, Mark II and Mark III models.



1974 Mk IV Spitfire - the forward hinging hood included the wheel arches giving full access to the engine and front suspension

The Michelotti prototype styling carried over to the initial production car with very little change, although the full-width rear bumper was dropped in favour of two part-bumpers curving round each corner, with over riders. Although the mechanicals were basically stock Herald, consideration was initially given to building the body panels in fibre glass rather than pressed steel. The engine was the 1,147 cc 4-cylinder with a pushrod OHV cylinder head and two valves per cylinder fed by twin SU carburettors. The rack and pinion steering and coil-and-wishbone front suspension and the single transverse-leaf swing axle at the back came from the Herald, although the latter ended up being the most controversial part of the car and its Achilles Heel. As with the Herald and Vitesse models, the rear wheels would tuck in and cause violent over steer if pushed too hard. The Spitfire was given a completely welded body, attached to the frame by just twelve bolts rather than separately bolting the body panels to the frame.[3] The Herald chassis was shortened by 8.5" (216mm) and the outer rails and the rear outriggers were removed. Structural outer sills were used to stiffen the body tub. The windshield and frame came from the TR4.



Early 1960s Mk I Spitfire

The Spitfire was marketed as an inexpensive small sports car with a very basic level of trim which just about extended to include rubber mats. The early cars were referred to as the "Spitfire 4" (for the 4-cylinder engine, later also known as the Mark I), not to be confused with the later Spitfire Mark IV. In UK specification the in-line four produced 63 bhp (47 kW) at 5750 rpm, and 67 ft·lb (91 N·m) of torque at 3500 rpm. This gave a top speed of 92 mph (148 km/h), and it would achieve 0 to 60 mph (97 km/h) in 17.3 seconds. Average fuel consumption was 31 mpg. For 1964 an overdrive option was added to the 4-speed manual gearbox to give more relaxed cruising. Wire wheels and a hard top were also available.[4]

In early 1965, the Spitfire Mark II was launched to maintain Triumph's edge over its BMC rivals following the introduction in 1964 of the improved Sprite and Midget

Model name	Engine	Year	Number built
Triumph Spitfire 4 (Mark 1)	1147 cc inline 4	Oct 1962 – Dec 1964	45,753
Triumph Spitfire 4 Mark 2	1147 cc inline 4	Dec 1964 – Jan 1967	37,409
Triumph Spitfire Mark 3	1296 cc inline 4	Jan 1967– Dec 1970	65,320
Triumph Spitfire Mark 4	1296 cc inline 4	Nov 1970 – Dec 1974	70,021
Triumph Spitfire 1500	1493 cc inline 4	Dec 1974 – Aug 1980	95,829

Table from Wikipedia (http://en.wikipedia.org/wiki/Triumph_Spitfire)

1963 Spitfire 4 (MKI)



models. The new Spitfire was very similar to the Mark I but featured a more highly tuned engine, including a revised camshaft, a water-cooled intake manifold, and tubular exhaust manifold, which increased power to 67 bhp (50 kW) at 6000 rpm. The coil-spring clutch was replaced with a Borg and Beck diaphragm spring clutch. The exterior trim was modified with a new grille and badges. The interior trim was improved with redesigned seats and by covering most of the exposed surfaces with rubber cloth. The original moulded rubber floor coverings were replaced with moulded carpets.

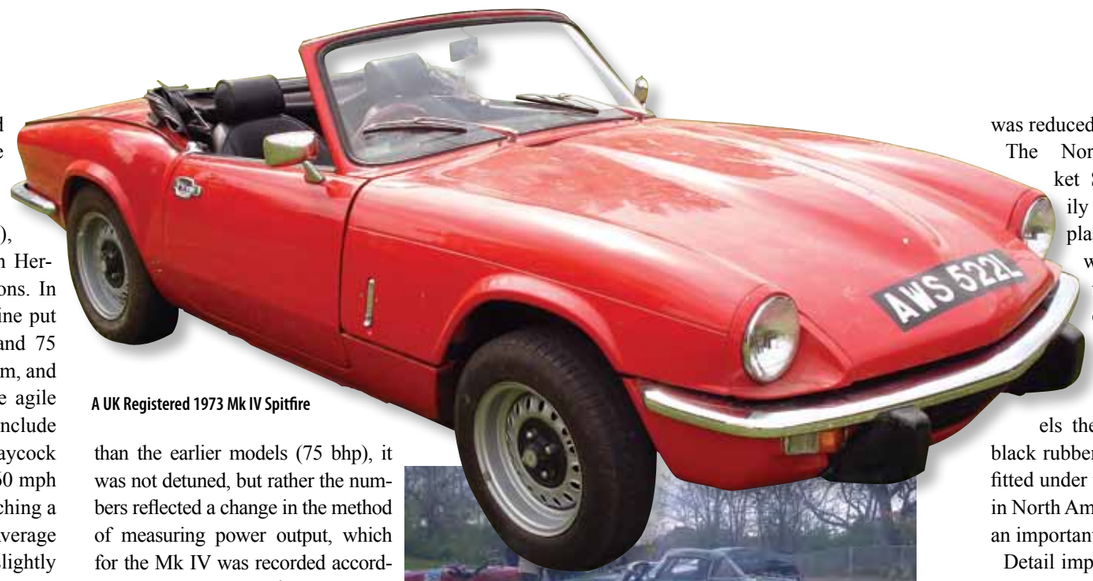
Top speed was claimed to be 96 mph (154 km/h) and its 0-60 mph time was 15.5 seconds. The factory claimed that at highway speeds (70 mph (110 km/h)) the car achieved 38.1 miles per imperial gallon (7.41 L/100 km; 31.7 mpgUS).

In early 1967, the Mark III was introduced providing the first major facelift for the Spitfire. The front bumper was raised in response to new U.S. crash impact regulations. The front end looked somewhat different despite much of the bonnet pressing being carried over. The rear lost the over riders from the bumper, but gained reversing lights as standard and the interior received a wood-veneer instrument panel. For most of the Mark III range, the instrument cluster remained centre-mounted (as in the Mark I and Mark II) so as to facilitate both right-hand and left-hand drive versions. Other changes included larger front brake callipers, a larger 15-inch steering wheel, as used on the TR4, a wood-veneer instrument panel, better seats, and a change over from positive to negative grounding for the electrical circuitry.

The 1147 cc engine was replaced with a bored-out 1296 cc unit (the bore increasing from 69.3 mm (2.73 in) to 73.7 mm (2.90 in), stroke retained at 76 mm (3.0 in)), as fitted on contemporary Triumph Herald 13/60 and Triumph 1300 saloons. In SU twin-carburettor form, the engine put out a claimed 75 bhp (56 kW), and 75 ft·lb (102 N·m) of torque at 4000 rpm, and made the Mark III a notably more agile car. Popular options continued to include wire wheels, a hard top and a Laycock overdrive. The Mark III achieved 60 mph (97 km/h) in 14.5 seconds, and reaching a top speed of 95 mph (153 km/h). Average fuel consumption was improved slightly at 33mpg.[5] By 1969, export models had to be changed to comply with new U.S. safety/emission regulations. The changes included a slight decrease in horsepower (68 bhp) due to emissions controls.

The Mark IV was introduced after the 1970 Earls Court motor show, becoming a 1971 model for the North American market. It comprised an almost complete re-skin executed by Michelotti. It featured a re-designed cut-off rear end based on the Triumph Stag design, giving it a strong family resemblance to other contemporary Michelotti-designed Triumph models including the Stag, the 2000/2500 and Dolomite/1300 saloons and allowing for new and larger tail lights. The lines of the front end were improved with a new bonnet and removal of the weld lines on top of the wings. Recessed door handles were fitted. The interior was also improved: a full-width dashboard was provided, putting the instruments in front of the driver rather than over the centre console. It was initially black plastic, but was replaced by a wooden one in 1973. Pop-up headlights, part of the original redesign, were dropped because of fears of them being banned by U.S. regulations.

The engine continued at 1296 cc, but in 1973 was modified with larger con rods and big-end bearings to rationalize production with the six-cylinder engines being used in the TR6. Although the quoted power output of the Mark IV (63 bhp) appeared to be less



A UK Registered 1973 Mk IV Spitfire

than the earlier models (75 bhp), it was not detuned, but rather the numbers reflected a change in the method of measuring power output, which for the Mk IV was recorded according to the DIN system.[6]

The Mk IV Spitfire was somewhat slower than the Mk III due to it being heavier and came with a taller final drive (3.89:1 as opposed to 4.11:1) to improve fuel economy. A new gearbox, inherited from the Toledo, came with synchromesh on all gears. Peak power was recorded at 63 bhp (47 kW) at 6000 rpm, and the peak torque was 69 ft·lb (94 N·m) at 3500 rpm. The overall weight increased to 1,717 lb (779 kg) and the 0 to 60 mph (97 km/h) time was 16.2 seconds with the top speed of 90 mph (140 km/h). The overall fuel economy dipped to 32 mpg.

By far the most significant change, however, was to the rear suspension, which was de-cambered and redesigned to eliminate the over steering tendencies of the original swing-axle design. The GT6 and Vitesse had already been modified by this time, finally resulting in safe and progressive handling. Triumph also introduced a new detachable hardtop design.[7]

The Spitfire 1500 was introduced to the North American market in 1973 in order to recapture some of the torque and power lost to emission controls on the 1296 cc, but was only introduced to the non-U.S. market in 1975, when it was quickly labelled by the public as the Spitfire Mk V. Torque was improved 20% by increasing the cylinder stroke to 87.5 mm (3.44 in). Some engine problems were encountered



The North American Spitfire 1500 is easily identified by the big plastic over-riders and reflectors on the front and back wings

through the continued use of three main bearings for the crankshaft. While the rest of the world saw 1500s with a compression ratio of 8:1, the compression of the North American model was reduced to 7.5:1 and fitted with a single Zenith-Stromberg carburettor to allow the use of lower octane unleaded fuel. After adding a catalytic converter and an exhaust gas recirculating system, the engine only delivered 53 bhp (40 kW) with a 0-60 time of 14.3 seconds. The notable exception to this was the 1976 onwards model year, where the compression ratio was raised to 9:1.

In the UK models, the 9:1 compression ratio, less restrictive emissions control equipment and the Type HS2 SU carburettors replaced with larger Type HS4 models, led to the most powerful variant of the Spitfire producing 71 bhp (53 kW) at 5500 rpm, and 82 ft·lb (111 N·m) of torque at 3000 rpm. Top speed was 100 mph (160 km/h), and 0 to 60 mph (97 km/h) was reached in 13.2 seconds. Fuel economy was reduced to 29 mpg.[8]

The North American market Spitfire 1500 is easily identified by the big plastic over-riders and wing mounted reflectors. The US specification models up to 1978 still had chrome bumpers, but on the 1979 and 1980 models these were replaced by black rubber bumpers with built-in over-riders. Chassis extensions were also fitted under the boot to support the bumpers. The Spitfire proved very popular in North America with total sales of more than 45,000 cars, making the Spitfire an important member of the Triumph export range.[9]



Also added for the model's final years were a wood dash and reclining seats

Detail improvements continued to be made throughout the life of the 1500, and included reclining seats with chequered brushed nylon centre panels and head restraints, introduced for UK domestic market cars early in 1977 along with a new set of column stalk operated minor controls (as fitted to the TR7) replacing the old dashboard mounted knobs and switches. Also added for the model's final years were a wood dash, hazard flashers and an electric screen washer. Options such as the hard top, tonneau cover, map light and overdrive continued to be popular, but wire wheels ceased to be available.

It is reported that Triumph planned to keep the Spitfire in production until 1982, however the last Spitfire rolled off the assembly line at Canley in August 1980, shortly before the factory closed and one year after the demise of the MG Midget. Over the 18-year manufacturing run 314,332 Spitfires were built plus a further 40,926 GT6s with the majority of the total production being exported outside the UK, mainly to the U.S., although the Spitfire also proved to be very popular in Europe. Like its WW2 namesake, the Spitfire turned out to be one of Triumph's resounding success stories. **BCD**

[1]http://www.ridedrive.co.uk/classic-triumph-spitfire.htm
[2]Triumph Cars – the Complete Story, Robson, G. & Langworth, R., 1979-2004, MRP Publishing, ISBN 1 899870 72 5
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Join a club

Toronto Triumph Club & British Car Day

BY GLEN DONALDSON

The Toronto Triumph Club was founded in October 1982 when Bill & Nancy Gray (Of Gray Tool fame) gathered a small and very enthusiastic group, for a meeting in T.O. They had done this by spreading the word and leaving notes on car windshields, sticking flyers up in repair shops etc. - long before the Internet and Crackberries. The original concept of the club was a source of fun and fellowship - for social outings and drives. Plus the exchange of information and parts, as well as recommending shops for getting repairs done properly. The president of British Leyland Canada had even approached the new TTC to see if they could help move some new old parts stock.

The TTC grew on the strength and enthusiasm of its members and their desire to get out and have fun and use their old British sports cars. "All to Preserve and Drive the Triumph" has been our Club's motto, because the hard working people who built our cars back in England, built them for driving and sporting pleasure.

The TTC and its members continued to build many events with their enthusiasm - Spring Fling, The Canadian Classic and of course British Car Day - now in it's 28th year. The Father of the TTC's first British Car Day is none other than our own Harold McQueen - an original owner of a 1960 TR3A. The first few years of British Car Day saw us gathering at the McQueen homestead in Kendal, Ontario - where every September about 125 to 150 British Cars would gather for a picnic, car games and fresh roasted corn.

In 1988 a brave group of TTC Members headed by Stu Beatty, now of Belleville - grew BCD into a bigger venue and took us to Bronte Creek Provincial Park - and the rest as they say is history and we now enjoy over 1,000 cars per show, at what has become the largest North American, one-day, British Car show. Congrats to those who religiously pack up and make the pilgrimage to Bronte in September - without you we could not stage such a grand event.

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Join a club

Club Automobile TRIUMPH Canada

The Club Automobile TRIUMPH Canada, unofficially known as the Montreal TRIUMPH Club started in 1976 and was officially founded in June 1977. The two founders were John Maycock (our first President) and Tom Swinchisky (first Vice President) along with Victor Nobel as Treasurer. Public Service announcements in the media in July 1977 resulted in a number of new and future member meetings at the Maples Inn on Lakeshore Road. Events followed and the membership grew at a steady rate, by August 1977 it reached 29; consisting of 1 x TR2, 15 x TR3's, 1 x TR4, 3 x TR4A's, 1 x TR250, 7 x TR6's and 1 racing TR7.

In May 1978 our Club was officially registered as a Not-For-Profit organization under the name of the "TR CLUB CANADA". The stated goals of the Club are:

1. To preserve the Marque of Triumph TR
2. To further interest in motoring and motor sport
3. To provide Members with information, advice and assistance on maters connected with motoring
4. To further interest in the Marque by arranging competitions, tours, discussions and social and other meetings
5. To afford Members such benefits and privileges as it may be possible to arrange.

Over the years, the membership has kept steady at 45 to 50. Most members are from the Montreal area, but we also have several from the USA. Today our Club consists of TR2s, TR3s, TR4s, TR6s, TR7s, TR8s, Spitfires, GT6s and one Herald.

Please visit us at: www.triumphmontreal.com.

Join a club

Ottawa Valley Triumph Club

The Ottawa Valley Triumph Club (OVTC) is dedicated to the preservation and pure enjoyment of owning and driving Triumph automobiles. Formed in the spring of 1989, we now have a membership of about 65 from the Ottawa-Gatineau area and throughout Eastern Ontario. The current line-up of cars includes most of the popular "TR" series (TR3, 4, 250, 6, 7, and 8), as well as Spitfire, GT6, Stag, and Herald. You do not need to own a Triumph to become a member and the club tries to offer something for everyone. Best of all, however, is the spirit of friendship and camaraderie shared between enthusiasts of the Triumph marque. All our events are open to non-members, so come join us — we're looking forward to meeting you.

The OVTC holds regular monthly meetings, fun runs and tours, technical seminars and various social events throughout the year and provides help and guidance to members. The club holds joint events with other Ottawa British car clubs and has hosted the Canadian Classic in collaboration with the Toronto Triumph Club on three occasions. We are also active in the organization of Ottawa's premier British car event, the All British Car Day, held each July at Britannia Park. Our website provides access to technical articles, photos of club events and a complete archive of our newsletter Overdrive (accessible in our members-only area).



Our strength is in our membership. We invite you to join our club to experience the fun and excitement.

If you have any questions or would like more information, please visit our website at www.ovtc.net.

50 Year Anniversary: LOTUS ELAN

1962-1974



Historic Le Mans gathering 2012, France

BY IAIN THOMSON (Elan) and DAVID FUNNELL (Elan Plus 2)

"It is an incredibly safe car, forgiving and vice free and so obviously comes from a parenthood of racing knowledge; it is essentially a sports car, and as Colin Chapman says, it is a fun car. It is not cheap, but to anyone contemplating buying a cheaper two-seater sports car, and there are many of them, I would say 'Sell the television set, the washing machine, the wife's car, give up smoking, even give up drinking, but scrimp and save and buy an Elan, you won't be disappointed"

– Denis Jenkinson, Probably the best known motorsport journalist of the day, 'Jenks' was Stirling Moss's navigator on arguably Moss's greatest drive, the 1955 Mille Miglia in a Mercedes 300 SLR.

The Lotus Elan was the first Lotus sports car to be produced in high production volumes, replacing the technically advanced, beautiful, but money-losing Elite. Introduced at the Earls Court Motor Show in October 1962 and designed by Ron Hickman, later the inventor of the even more famous if less glamorous, Black & Decker Workmate, the two-seat roadster rapidly gained a reputation for agile road holding, a compliant ride, strong acceleration and boundless fun factor.

From the start the motoring press was enthusiastic, even fulsome in its praise. Take for example a few period comments from the prominent motoring magazines:

"To say that driving the Elan is immense fun is almost an understatement. It is a car which keeps young men young and makes old men younger and is one of the few cars which can average 69 without exceeding 70..."

– Motorsport

"Just occasionally one comes across the car which is the ultimate in its chosen field; the Elan, in performance and driveability, is way ahead of all opposition in its class - the field of the true practical 'fun car'. It handles as it should with its thoroughbred ancestry, leech-like, predictable and always comfortable. with an outstandingly good ride for a sports car..."

– Motor



Avengers character Emma Peel and her Elan



The Elan also gained fame in the classic 1960s British TV Cult classic The Avengers. Driven by the exquisitely formidable Mrs. Emma Peel, played by Diana Rigg, no villain, regardless of how ingenious or twisted, ever stood a chance against Emma Peel as she raced across the English countryside in her sporty Elan!

In addition to becoming a successful road car, the Elan did very well in club racing and was chosen as a personal road car by several top racing drivers of the time, including Jim Clark and Graham Hill. It has often been said that Colin Chapman, founder and driving force of the Lotus organization, charged high prices for his road cars in order to fund Team Lotus, his Formula 1 racing team. To offset the relatively high cost of the Elan compared to mass produced sports cars, most Elans in the UK, up until the early 1970s, were assembled from kits, often by their owners, to avoid purchase tax.

The Elan S1 roadster evolved into several other versions, including the hard-top (Fixed Head Coupé) in 1963, the S2 (1964), the 26R (1964) racing version, the S3 Coupe (1965), the S3 Convertible and SE versions (1966), the long wheelbase derivative Elan Plus II with extra seating capacity for young children (1967), the S4 (1968), and the final incarnation in the form of the Sprint, introduced in 1971. The last Lotus Elan was produced at the Lotus plant in Hethel, Norfolk, England in August 1973, after a total of approximately 9,150 cars had been produced. In addition to the 'baby' Elan, it is estimated that some 3,300 Elan Plus 2's were produced, with the final 130/5 version being built in December 1974.

The story doesn't quite end here however. While the Lotus Elan introduced in the early 1990s bore no relation - it had a front wheel drive Izuzu engine and no backbone chassis - there was a successor, the highly successful Mazda Miata introduced in 1989. Proving the old saying 'Imitation is the sincerest form of flattery', Mazda's engineers intimately evaluated two Elans before designing the Miata and it shows: lightened backbone chassis, front mounted twincam engine, rear wheel drive, and a rounded, cute, aerodynamic look.

Following is a listing of the launch dates of the various Elan and Plus 2 models**;

S1 convertible 1500	October 1962
S1 convertible 1600	May 1963
S2 convertible	November 1964
S3 fixed head coupe	September 1965
S2 convertible SE	January 1966
S3 convertible & SE	June 1966
S3 F/Head coupe SE	July 1966
S4 DHC,FHC, SE opt.	March 1968
Elan Plus 2S	October 1968
Sprint	October 1970
Elan Plus 2S 130	December 1970
Elan Plus 2S 130/5	October 1972
Elan prodn. ceased	August 1973
Elan Plus 2 ceased	December 1974

** Source; "Lotus Elan" by Duncan Wherrett- Osprey Classic Marques

Technical Features:
Backbone Chassis

The backbone chassis was pressed out of sheet steel and was shaped like a tuning fork at each end. The front forks were formed to accept the twin cam engine and to mount the front double A-arms and coil spring independent suspension (some components derived from Triumph). The rear forks carried the independent rear suspension, which used coil-sprung Chapman (MacPherson) struts on lower A-arms, along with a cross beam to support the Ford-based differential unit. The driveshaft ran through the core of the backbone. This gave a high centre hump in the cockpit, but allowed low seating and a low centre of gravity for less body roll in corners. The chassis was reinforced in the centre sections and drilled for lightness. It was extremely rigid compared to a conventional chassis, weighed only 75 lbs., and contributed greatly to the Elan's exceptional handling.



Elan backbone chassis belonging to Keith Marshall

Some Performance Data:*

Model	S2	S3 SE	S4 Sprint	Plus 2S/130
0-60 mph	8.6 sec.	7.5 sec.	6.9 sec.	7.5 sec.
0-100mph	26.7 sec.	21.0 sec.	20.7 sec.	21.7 sec.
¼ mile	16.5 sec.	15.7 sec.	14.9 sec.	15.5 sec.
Max. speed	115 mph	123 mph	125 mph	120 mph
Fuel cons.	27.5 mpg	30.0 mpg	26.5 mpg	24.5 mpg

*Source; Graham Arnold, Lotus Cars Sales Director 1963-1971 (Elan & Plus 2 Buyers Guide)



Lotus Elan S4 drop head coupé

Fibreglass Body

The Elan's fibreglass body was basically formed in two moulds, one for the floor and wheel arch pressing, and the other for the upper part of the body. The two parts were bonded into one piece and finished during the curing process. Metal inserts were bonded into the fibreglass to attach items such as the doors, the battery and seats, and there were 16 bobbins moulded in to attach the body to the chassis. The body sits on the chassis much like a saddle. Since the fibreglass body is rot-proof many Elans still survive as restoration projects.

Lotus Twin Overhead Cam Engine – a classic power plant

The 4 cylinder block and 5-bearing bottom end in all Elan engines came from the Ford 1600E Cortina. Lotus made this engine special by adding an aluminum twin overhead camshaft head designed by Harry Mundy. Initially the head was designed to accept 2 twin-choke Weber carburetors, with the intake manifold cast with the head. Later, to meet emissions requirements and likely as a cost-control measure, heads were also cast with intake manifolds for two Zenith-Stromberg carburetors.

Except for the very early 1498cc (1500) unit, engine displacement for production was always 1558cc (1600). Beginning with a standard output of 105bhp, power output rose to 115bhp in the Special Equipment (SE) models. In the so-called "Big Valve" engine fitted in the Elan Sprint and Plus 2 130 models in 1971, power output was quoted as 126bhp. This engine was noted for its generous torque output and linear power curve and was mated to a close ratio all synchromesh Ford four-speed gearbox. This power plant combined with the Elan's light kerb weight (about 1,500 lbs), produced a high power-to-weight ratio and breath-taking performance. Over 25,000 of these engines were produced for Lotus cars, the Lotus Cortina, and for many racing and sports cars between 1962 and 1974, and it is recognised as a classic power unit.



Lotus twincam engine



Lotus Plus II at Mossport

Brakes

Girling disc brakes were provided on all four wheels, providing exceptional braking well matched to the cars high performance capability. Later models such as the SE, Sprint and the Plus 2 were fitted with servo boosters to reduce braking effort.

Steering

The rack and pinion steering system and steering column were Triumph components suitably tuned for the Elan. The pin-sharp steering is geared for 2 ½ turns lock-lock, contributing greatly to the exceptional road holding and fun of driving the Elan.

The PLUS 2 Part of the Story

2+2 sports cars were very common in the 1960s and sold well. The 2+2 Ferraris outsold their 2-seaters, and of course there was the E-type 2+2. So there was precedent behind Lotus's decision to offer a 2+2 Elan. But the decision to build the larger Elan could have been influenced by Colin Chapman's expanding family. We don't know. All that can be said for certain is that there was sound financial pressure to build the Plus 2.

The Lotus Elan Plus 2 came out in June, 1967. The engine and drivetrain were shared with the Elan, but the backbone chassis, body, and interior were unique. The Elan's backbone chassis for example was lengthened 12" and the track increased 7" and to maintain rigidity, triangulated steel side members were added in the door sills, even though the Plus 2's fixed roof stiffened the car compared to an Elan roadster. This, along with greater size, increased the Plus 2's weight to 1975 lb, compared to 1580 lb for the standard Elan.

To offset the extra weight, Plus 2's were initially fitted with the 118 hp version of the Lotus Twin Cam engine, the SE engine. It came with redesigned pistons, larger exhaust valves, a different distribu-

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Elan S2 Cosworth
owned by Rob Szakonyi

tor, re-profiled camshafts, and re-jetted Weber carburetors. Four years later, in 1971 came the 126 hp Big Valve Twin Cam: larger intake valves and a distributor cut out raised from 6500 to 6800 rpm. Two Zenith-Stromberg carbs replaced the Webers in the American and Canadian markets. Unfortunately, the era of emissions controls had arrived and clawed back any gains. Horsepower on the Big Valve engine dropped to 113.

The Plus 2's long, sleek body was one of the first production cars to be developed in a wind tunnel. The claimed drag coefficient was 0.3 despite many parts sourced from contemporary, pedestrian, English cars. Front bumpers came from the Ford Anglia, rear bumpers the Wolseley Hornet (two halves joined together), windshield from a Ford Capri, steering and interior from the Ford Cortina, Triumph Herald and Rover 2000.

The Elan Plus 2 was more expensive than the roadster, especially the more luxurious Plus 2S, which arrived in 1968 and offered plusher seats, more instruments and standard fog lights. The Plus 2S was also the first Lotus to be offered only fully assembled, moving Lotus further upmarket, away from their kit car origins; the base Plus 2 was discontinued a year later.

A 5-speed transmission was introduced in October of 1972, adding a much needed overdrive for more relaxed highway driving. Early 5-speed shifting was reported as heavy and imprecise, but this was quickly corrected and the 5-speed was well received by the press. The 5-speed version was sold as the Plus 2S 130/5. Production ended in December 1974.



Elan Plus II owned by
Hugh Sutherland

Contemporary road tests said that the Plus 2 handled even better than the Elan due to the wider track, although the extra weight slowed acceleration. With typical Lotus salesmanship this decrease in acceleration was masked in early magazine road tests by fitting a much modified engine from the Lotus Sales Director's personal car resulting in a 0-60 time of 8.2 seconds and a top speed of 125 mph. Big Valve Plus 2s were claimed to reach 0-60 in 7.3 seconds. Road & Track's test of an emission limited Plus 2 however, took 9.8 seconds 0-60. Car and Driver achieved a 0-60 time of 8.8 seconds in an identical car.

Today, the 2+2 versions of 60s cars are generally less valuable than the 2-seater versions and this is also true of the Plus 2 compared to the regular Elan. This may change in the future. Perhaps because of the relatively low prices, Hagerty Insurance recently set the Plus 2 as number 3 on their list of top British cars to buy right now. **BCD**

"May well be the prettiest collector car you can buy for under $25,000… one of, if not the only case, of a 2+2 coupe being prettier than the roadster."
– Hagerty



Elan Plus II at 2011 British Car Day

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www.lotusclubcanada.ca

Join a club

Georgian Bay British Car Club

"Dedicated to the Preservation and Enjoyment of British Cars"

Established in February 2006, we have filled a need for a British car club in the southern Georgian Bay area from Owen Sound to Barrie that includes Midland, Collingwood, Meaford and the Blue Mountains. Many of our nearly eighty members have relocated to this beautiful four-season recreational area as a result of retirement and they now enjoy a wide variety of events here. We have members who own multiple British cars and most British marques are represented within our club.



We are blessed with many fine cruising country roads here that show the beauty of the region. We have helped other car clubs like the Hamilton British Sports Car Club, Headwaters British Car Club, Niagara British Car Club, MG Car Club of Toronto, etc. when they have visited and cruised in this wonderful area. We always look forward to welcoming and participating with other clubs.

We have monthly club meetings, cruises that last from a couple of hours to all day affairs, we attend car shows, clean a section of an adopted highway twice a year, participate in local events (Canada Day parades, Farmers' markets, shows, etc.) and our annual party makes a donation to a local charity. We meet on the second Monday of every month at the Swiss Chalet in Collingwood.

Check us out at www.gbbcc.com

Join a club

Ontario Jaguar Owners Association

The Ontario Jaguar Owners Association (OJOA) was, by Letters Patent, issued a Charter by the Lieutenant Governor of Ontario; the document was given under the hand and seal of the Provincial Secretary in the City of Toronto on December 17th, 1959.

Today the club lists over 200 Jaguar enthusiasts on its membership roster. Its aims and objectives are:

❏ To stimulate and encourage interest in the ownership, operation and preservation of Jaguar automobiles.

❏ To act as a source of technical information and assistance to members in connection with the above.

❏ To promote motor sporting events, club runs and social activities for owners and drivers of Jaguars and persons interested in the marque.

The club holds meetings on the second Wednesday of the month at 8:00pm in Montgomery's Inn, an old coaching inn dating from 1840 situated on the S.E. corner of Islington Avenue and Dundas Street West. Meetings typically include brief reports from the Club Executive Committee, a short intermission with refreshments followed by the evenings programme, examples of which are:

❏ Guest speakers on automotive subjects e.g. tires, fuel, oils, paints,anti-freeze, brake fluid, etc.

❏ Jaguar oriented films/videos.

❏ Technical panel to answer member queries on maintenance, repair, restoration of various Jaguar models.

❏ Speakers on insurance, safety, legal matters.

❏ Automotive flavoured competitions such as recognition of makes/models from photographs, recognition of Jaguar engine and chassis parts, quiz programmes, etc.

❏ Annual Awards Night.

In addition to regular monthly meetings, several outdoor events are held during the year. They include:

❏ Annual Concours d'Elegance - essentially a car show at which Jaguars from our own and other clubs are judged for cleanliness, originality and state of preservation, followed by a dinner and prize giving.

❏ Club runs to points of interest around Ontario with luncheon at destination.

❏ Attendance and picnics at various events, e.g. Polo matches, Races, British Car Days, Car Auctions, Concours events of other Jaguar Clubs.

❏ Fun type road rallies involving route following, time keeping and observation.

For more information, visit us at www.ojoa.org

Join a club

Morgan Sports Car Club of Canada

An inaugural meeting of 18 Toronto-area Morgan owners in 1962 did not result in the formation of a Morgan club. Seems the Morganeers were satisfied to stay with their current multi-marque clubs and were concerned that a Morgan Club would become elitist. Five years later, a chance meeting of 3 Morgan owners had more positive results. Those three owners, along with nine others, met at the home of Al Sands and formed the Morgan Owners Group, usually shortened to MOG. MOG's early association with Toronto, or Hogtown, resulted in the informal acronym HOGMOG. Many a HOGMOG Morgan was graced by the group's mascot... a pig, often Miss Piggy herself.

The number of members doubled by 1968, joint meetings were arranged with a sister group in Detroit and the club became an affiliate of the U.K. based Morgan Sports Car Club, as have many other Morgan clubs, forming a world-wide network of clubs and owners.

In 1994, the Morgan Owners Group became the Morgan Sports Car Club of Canada, to better reflect both its history and its mandate. We have about 80 members and many friends. Our members come from all parts of Canada, with most living in the Southern Ontario area. A small, but active group live in British Columbia, where they interact with Morgan owners in Washington and Oregon.

We are predominantly a social club, but are also an active touring club, enjoying Sunday drives to locations in Southern Ontario, as well as weekend runs to Collingwood, Prince Edward County and Bayfield. Other weekend runs have been to Watkins Glen, Washington D.C., Auburn and Philadelphia, India. The latter may not be familiar to you, but the attraction is two homes in the area



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Our club is now 45 years old, and we are looking forward to celebrating our 50th anniversary in 2017. You don't need a Morgan to join us. We meet the first Sunday of the month at noon at the Queen's Head Pub on Brant Street in Burlington. Everyone is welcome. Enjoying the marque and good company are the only prerequisites.

Contact: John Roden at jsroden@vaxxine.com or visit the website: www.morgansportscarclubofcanada.com



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JAGUAR

LAND ROVER

BMC 1100/1300

BY TERENCE MCKILLEN



1971 Austin 1300 Police Car



1967 Austin 1100 Mkl Countryman

Another Golden anniversary this year is for the BMC 1100, which was released in August 1962 to critical acclaim. The story of the British Motor Corporation's 1100, internally designated the 'ADO16' project, started even before the successful Mini and owed a lot to the success of the original Morris Minor. As with the Minor and the Mini, the car was designed by Alec Issigonis (later Sir Alec). Prior to leaving Morris for a short stint at Alvis, Issigonis had designed and built a front-wheel-drive version of the Morris Minor. However, it was not until the Mini, called the 'ADO15' was almost ready for production, in early 1959, that work resumed on medium to large sized cars following the end of the Suez crisis.

Italian designer, Pinin Farina who had designed the earlier Austin A40 Farina, was commissioned to present some ideas and, apart from redesigning of the front by the Longbridge styling department and some other minor details, his first proposal was adopted.

The first prototypes were fitted with 948 cc engines but were upped to 1100 cc for the production model and later, in 1967, a 1300 cc engine was offered. There were none of the teething problems of the Mini and both the media and the public took to the car with passion. For ten years the 1100 was the top-selling car in Britain when first place was taken over by the Ford Cortina.

While the Ford Cortina grew over the years to meet the aspirations of its increasingly affluent customers, the 1100 remained largely unchanged throughout its life although there were three versions or upgrades through the twelve year production life.

Although most of the cars were manufactured in England, they were also built in Spain by Authi, in Italy by Innocenti and at the company's own plant in Belgium. It was the basis for locally adapted similar cars manufactured in Australia and South Africa.

The range was expanded to include several rebadged versions, including the twin-carburettor MG 1100, the Vanden Plas Princess (from October 1962), the Austin 1100 (August 1963), and finally the Wolseley 1100 (1965) and Riley Kestrel (1965). The Morris badged 1100/1300 gave up its showroom space to the Morris Marina in 1971, but Austin and Vanden Plas versions remained in production in the UK till June 1974.

The MG 1100 was exported to the U.S. from October 1962 to October 1967, while the Vanden Plas was rebadged in the U.S. as the MG Princess from 1964 to 1966. From March 1968 to September 1971, the Austin America 1300 was available in both the U.S. and Canada. The final fate of many Americas was as engine donors for Mini enthusiasts who were looking to replace their smaller engines with the 1275cc unit. The bodies, which didn't share anything in common with their little siblings, were then relegated to the wrecking yard. Today, very few Americas remain. A sad fate for a car that, along with the Mini, is credited with being the first mass produced front wheel drive passenger car.

In common with the Mini, the ADO16 was designed around the BMC A-Series engine, mounted transversely and driving the front wheels. As well as single piston swinging caliper disc brakes at the front, which were not common on mass-produced cars in the early 1960s, the ADO16 featured a Hydrolastic interconnected fluid suspension system designed by Alex Moulton. The mechanically interconnected suspension was inspired by Citroën's 2CV system to provide ride comfort, body levelling and maintaining the tyres in contact with the road, but with added roll stiffness that the 2CV lacked. The ADO16 had comparable interior space to the larger Ford Cortina.



1968 Riley Kestrel 1300

Mark I (1962–1967)

The Mark I Austin/Morris 1100 was available, initially, only as a four-door saloon. In March 1966 a three-door station wagon became available, badged as the Morris 1100 Traveller or the Austin 1100 Countryman. Domestic market customers looking for a two-door saloon would have to await the arrival in 1967 of the Mark II version, although the two-door 1100 saloon had by now been introduced to certain overseas markets, including the USA where a 2-door MG 1100 was offered.

An Automotive Products (AP) four-speed automatic transmission was added as an option in November 1965. In order to avoid serious power loss, a new carburettor was adopted together with a higher compression ratio in the 1965 automatic transmission cars.

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1971 Austin 1300 GT

Marketing material highlighted the spacious cabin when compared to competitor models which in the UK by 1964 included the more conservatively configured Ford Anglia, Vauxhall Viva and BMC's own still popular Morris Minor.

Mark II (1967–1971)

At the end of May 1967, BMC announced the fitting of a larger 1275 cc engine to the MG, Riley Kestrel, Vanden Plas and Wolseley variants. The new car combined the 1275 cc engine block already familiar to drivers of newer Mini Cooper and Austin-Healey Sprite models with the 1100 transmission, its gear ratios remaining unchanged for the larger engine, but the final-drive being significantly more highly geared.

The Mark II versions of the Austin and Morris models with the larger engine were announced in October 1967 (as the Austin 1300 and Morris 1300). An 1100 version of the Mark II continued alongside the larger-engined models.

On the outside, a slightly wider front grille, extending a little beneath the headlights and with fussier detailing, differentiated Austin/Morris Mark IIs from their Mark I predecessors, along with a slightly smoother tail light fitting. Austin and Morris grilles were now identical. The 1100 had been introduced with synchromesh on the top three ratios: all synchromesh manual gearboxes were introduced with the 1275 cc models at the end of 1967 and found their way into 1098 cc cars a few months later.

Mark II versions of the MG, Riley, Van-

Join a club

Victoria British Car Club

There is something quite unique about the Victoria British Car Club, which was created in 1993 by a group of highly motivated British car enthusiasts, living in and around what is now known as the Kawartha Lakes. At the time of the forming of the club, amalgamation of smaller towns and communities into larger cities had not yet been conceived. Victoria County, which had been formed in 1854, was the predecessor of the City of Kawartha Lakes and the name provided the perfect link to the heritage of our beloved British cars.

Our Club is an informal group of people from all walks of life who have the common bond of owning, driving and generally enjoying British cars. The uniqueness of this club can be found in our members with as many as ten different marques represented amongst us. That we are able to coexist in peaceful harmony whilst motoring on some of the most beautiful roads in Ontario is a testament to the true spirit of British motoring. To some it may appear that we take great joy in seeing the bonnet of another marque raised at the roadside while we roar past. But in reality we know full well that the next time it might be us at the roadside with a spanner in hand and a puzzled look on our faces. We all jump to the aid of fellow members whenever the need arises and jointly revel in finding the solution to whatever the problem might have been. That is the true joy of driving these amazing little cars. The club has an intimate nature as there are only about 65 cars amongst our members and most either live or cottage in the Kawartha Lakes. You will find us friendly, helpful and anxious to share our knowledge. Each summer we hold about 8 Club events consisting of one day car runs in around the Kawartha Lakes.

Our most significant event of the driving season is "Brits-In-The-Park" which takes place on the 3rd Sunday in July and has been since 1994. The fabulous venue for this event is historic Victoria Park in Lindsay, Ontario and it attracts more than 200 cars each year. "Brits-In-The-Park" has developed a reputation as one of the premier car shows in south central Ontario. If you are interested in joining our Club, contact our Membership Registrar, Roger Hunter at rogerhunter@bell.net.

Visit our website as well at: www.victoriabritishcarclub.ca



Austin 1300 in Langen Germany

den Plas and Wolseley were introduced in October 1968, at which time Riley abandoned the Kestrel name. The Riley 1300 Mark II was cancelled in July 1969 and was the last Riley.

At the London Motor Show in October 1969, the Austin/Morris 1300 GT, was introduced featuring the same 1275 cc twin carburettor engine as that installed in the MG 1300, but with a black full width grill, a black vinyl roof and a thick black stripe down the side. This was BMC's answer to the Ford Escort GT and its Vauxhall counterpart.

During 1970, despite very little change since the introduction of the Morris 1100 in 1962, the Austin/Morris 1100/1300 retained its position as Britain's top selling car, with 132,965 vehicles registered that year. By the time the two millionth ADO16 was produced, at the end of June 1971, the Morris badged version of the car had been withdrawn in order to create space in the range and in the showrooms for the Morris Marina.

Mark III (1971–1974)

The Mark III models were introduced in September 1971. The range was gradually reduced, with the MG 1300 dropped in 1971 and the Wolseley 1300 in 1973. The final British ADO16, a Vanden Plas Princess 1300, left the factory on 19 June 1974. The ADO16 was replaced by the Austin Allegro and its Vanden Plas 1500 counterpart. By this time, its original rival, the Ford Cortina, had already grown larger, putting the ADO16 into the small, rather than medium-sized class. In total, the ADO16 range sold 2.1 million units over its twelve year production run. **BCD**

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http://www.classicandperformancecar.com/features/octane_features/285205/the_year_that_was_1962.html
http://en.wikipedia.org/wiki/BMC_ADO16
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Join a club

Upper Canada Region of the Rolls-Royce Owners' Club

The Rolls-Royce Owners' Club was established in the United States of America in the early 1950s and is the North American based club for anyone interested in Rolls-Royce and Bentley automobiles. The Upper Canada Region of the Rolls-Royce Owners' Club is the local region of the Rolls-Royce Owners' Club. Ownership of a Rolls-Royce or Bentley motor car is not a prerequisite to membership and we have quite a few members who joined the club first before acquiring their first Rolls-Royce or Bentley automobile. Club events are held about twelve times a year and are largely social in nature but also include touring and technical events. Our contact information for membership and other information is as follows:

Membership Secretaries: Bill and Renate Booth
Telephone – (519) 578 8682
Email – renateconsideritsold@hotmail.com
Chairmen: Gary and Marilyn Turner
Telephone – (416) 225 1693
Email – garyturner@sympatico.ca
Web Site: www.rroc.org
The Rolls-Royce Enthusiasts' Club is a U.K. based club with an Upper Canada section. The contact information is the same as above.
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FORD CORTINA

BY TERENCE MCKILLEN



Lotus Cortina Mk I

Also celebrating its 50th anniversary this year is a car which is unlikely to be seen at British Car Day in any great numbers - the very successful Ford Cortina, built by Ford of Britain in various guises from 1962 to 1982. It achieved and maintained best-selling car status in the UK for the best part of 10 years during the 1970s and into the early 1980s. During this time, one in every three cars sold in Britain was a Ford and one in 10 was a Ford Cortina . Cortinas, up to the Mark III model, were imported to Canada until 1973. Despite more than 4 million Cortinas being produced, not many have survived the ravages of time.

The Cortina was a mass-market, mid-size compact car which sold extremely well, making it very common on British roads. It was eventually replaced in 1982 by the Ford Sierra. The Cortina was produced in five generations from 1962 until 1982 (Mark I through to Mark V, although officially the last model was designated the Cortina 80). From 1970 onward, as part of Ford's attempt to unify its European operations, the British built Cortina was almost identical to the German made Ford Taunus, although the Taunus was originally a completely different car model. All variants of the Cortina sold over one million models, with each successive model proving more popular than its predecessor.

The model's name was inspired by the name of the Italian ski resort Cortina d'Ampezzo, site of the 1956 Winter Olympics. As a publicity stunt, several Cortinas were driven down the bobsled run at the resort which was called Cortina Auto-Bobbing.

Mark I (1962-1966)

At the beginning of the 1960s, BMC already had the success of the Mini – the first successful true minicar to be built in Britain in the post-war era. Management at Ford's Dagenham headquarters considered that they could not develop a similar small car on the same scale, as the production cost would be too high. Instead, they set about creating a larger family car which they could also sell in large numbers. The result was the Cortina, a distinctively styled car aimed at buyers of the Morris Oxford and Vauxhall Victor. The Cortina was launched on 20 September 1962 in time for the Earls Court Car Show. Despite its eye catching styling, the car was designed to be easy and inexpensive to produce: the front-wheel drive configuration used by Ford of Germany for their new similarly sized model was rejected in favour of the tried and tested rear-wheel drive layout. The car was branded as the Consul Cortina until a modest facelift in 1964, after which it was sold simply as the Cortina. The car confirmed Ford's reputation for offering a lot of car for the money: the estate version, in particular, provided class-leading load capacity.



1964 Cortina MkI pre face lift

The Cortina was available with 1.2 L and 1.5 L four-cylinder engines in two-door and four-door saloon and four-door estate variants. Standard, Deluxe, Super and GT trims were offered but not across all body styles. There were two main variations of the Mark 1. The Mark 1a possessed elliptical front side-lights, whereas the Mark 1b had a re-designed front grill incorporating the squarer side-lights. A notable variant was the Lotus Cortina.

Mark II (1966-1970)

The second incarnation of the Cortina was launched in October 1966, four years after the original. The car was fractionally shorter than before but 2½ inches (6.4 cm) of extra width and curved side panels gave the car an improvement in interior space. In addition to the wider body and track, headline improvements included a smaller turning circle, softer suspension, self-adjusting brakes and clutch together with the availability on the smaller-engined models, for the UK and some other markets, of a new five bearing 1300 cc engine. The most admired model was the 1600E that came out in late 1967.



1971 Cortina MkII



1973 Ford Cortina Mk III 2000E

The Cortina became Britain's most popular new car in 1967 achieving the goal for which Ford had been aiming since it set out to create the original Cortina back in 1960.

The TC Mark III (1970-1976)

In the late 1960s, Ford set about developing a third-generation Cortina, which they hoped would be produced in higher volumes than previously, and following the merger of Ford of Britain and Ford of Germany into Ford of Europe, the car marked the convergence of the German Taunus and British Cortina platforms with only minor differences between the two, hence the car's internal name TC1, standing for Taunus-Cortina. The Mark 3 Cortina arrived in late 1970 and was a radical departure from the familiar 3 square box car of the Marks 1 and 2.

The Mark III was heavily inspired by the contemporary "coke bottle" design which had emanated from Detroit - the car sported the same fluted bonnet design and beltline from the North American Ford LTD of the same era. It replaced both the Cortina Mark II and the larger, more expensive Ford Corsair by offering more trim levels and the option of larger engines than the Mark II. Its sister car - the Taunus TC - sold in continental Europe was subtly different in appearance, having different door skins and rear wing pressings that toned down the drooping beltline in order to lose the "coke-bottle" appearance of the Cortina.

Mark IV (1976-1979)

The fourth-generation Cortina was a more conventional design than its predecessor and was largely appreciated by fleet buyers. Generally a re-body of the Mark III, as an integration of Ford's model range, this car was really a rebadged Ford Taunus. However, although the updated Taunus was introduced to Continental Europe in January 1976, Ford were able to continue selling the Cortina Mark III in undiminished numbers in the UK until they were ready to launch its successor as the Dagenham built Cortina Mark IV, which went on sale in September 1976.

Many parts were carried over, most notably the running gear. The raised driving position and the new instrument panel had, along with some of the suspension upgrades, already been introduced to the Cortina Mark III in 1975, so that from the driving position the new car looked much more familiar to owners of earlier Cortinas than from the outside.

The most obvious change was the new body, which achieved the objective of


1970 Cortina 1600E

larger windows giving a better view and a brighter feel to the cabin, but at the expense of body weight which was increased marginally. Throughout its production life, the Mk.4 was the most popular new car in the United Kingdom. Despite this, it is now the rarest of all Cortinas.

Mark V (1979-1982)

The Mark V was announced in August 1979. Officially it was known as "Cortina 80", although the Mark V tag was given to it immediately on release, by the press, insiders and the general public.

A large update on the Mark IV, it was really a step between a facelift and a rebody. The Mark V differentiated itself from the Mark IV by having revised headlights with larger turn indicators incorporated (which now showed to the side too), a wider slatted grille said to be more aerodynamically efficient, a flattened roof, more glass area, slimmer C-pillars with revised vent covers, larger, slatted tail lights and upgraded trim.

Improvements were also made to the engine range, with slight improvements to both fuel economy and power output compared to the Mk.IV. For example, the 2.3V6 engine was given electronic ignition and a slight boost in power output to 116 bhp (87 kW; 118 PS), compared to the 108 bhp (81 kW; 109 PS) of the Mk.IV. Ford also claimed improved corrosion protection on Mk.V models; as a result, more Mk.V's have survived; however, corrosion was still quite a problem.

An optional "S" pack was made available for most models for the final model year of 1982. This consisted of front and rear bumper over riders, sports driving lamps, an 'S' badge on the boot, tachometer, 4 spoke steering wheel, revised suspension settings, front gas shock absorbers, 'Sports' gear lever knob, sports road wheels, 185/70 SR x 13 tyres and Fishnet Recaro sports seats (optional). Various "special editions" were announced, including the Calypso and Carousel. The final production model was the Crusader special edition which was available as a 1.3, 1.6 and 2.0 saloons or 1.6 and 2.0 estates. The Crusader was a final run-out model which buyers clamoured for in 1982, instead of buying a newly introduced Sierra. It was the best-specified Cortina produced to date and 30,000 were sold, which also made it Ford's best-selling special edition model. Another much rarer special edition model was the Cortina Huntsman, of which 150 were produced. By this time, the Cortina was starting to feel the competition from a rejuvenated (and Opel influenced) Vauxhall, which with the 1981 release Cavalier J-Car, was starting to make inroads on the Cortina's traditional fleet market, largely helped by the front wheel drive benefits of weight and grip.

Up to and including 1981, the Cortina was the best-selling car in Britain. Even during its final production year, 1982, the Cortina was Britain's second best-selling car and most popular large family car. On the continent, the Taunus version was competing with more modern and practical designs like the Talbot Alpine, Volkswagen Passat and Opel Ascona, but the brand image of Ford's blue oval ensured the Cortina was a success in virtually every country where it was sold.

The very last Cortina – a silver Crusader – rolled off the Dagenham production line on 22 July 1982 after a successful 20 year production run with the launch of the ultramodern Sierra, though there were still a few leaving the forecourt as late as 1987, with one final unregistered Cortina GL leaving a Derbyshire dealership in 2005. The last Cortina built is now in the ownership of the Ford Heritage Centre in Dagenham, Essex. **BCD**



1976 Cortina Mk IV

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History of Vauxhall

BY TERENCE MCKILLEN

Vauxhall Motors, has been in continuous operation for over 155 years and has been manufacturing cars for 109 of those years. It is headquartered in Luton, England and was founded in 1857 as a pump and marine engine manufacturer. It has been the second-largest selling car brand in the UK for over two decades. Some Vauxhall models were imported by GM to Canada in the mid- to late 1950s through to the early 1970s but were not always retailed as Vauxhall models but rebadged as Pontiacs, Oldsmobiles or Chevrolets.

Since the late 1980s Vauxhall products have been largely identical to those of Opel, GM's German subsidiary and most models are engineered in Rüsselsheim, Germany. A high proportion of Vauxhall-branded vehicles sold in the UK are produced at Opel factories in Germany, Spain and Poland, and about 80% of Vauxhall's UK production is exported and mainly sold under the Opel brand.



1949 Vauxhall Wyvern L Series



1963 Vauxhall Victor 4-Door Saloon

The Vauxhall car company was founded by Alexander Wilson, a Scottish engineer, at a site on Dusian Road, Vauxhall, London. Originally named Alex Wilson and Company, then Vauxhall Iron Works from 1897, the company built its first car in 1903, a five-horsepower model steered using a tiller, with two forward gears and no reverse gear. To expand, the company moved the majority of its production to Luton in 1905. The company continued to trade under the name Vauxhall Iron Works until 1907, when the name Vauxhall Motors was adopted. After WWI, the company struggled to make a consistent profit and looked for a major strategic partner. In 1925, Vauxhall was acquired by General Motors. The company's image and target market were quickly changed, marked particularly by the introduction in 1931 of the first Bedford truck, which was Chevrolet based, along with the low-cost two-litre Vauxhall Cadet. As the first significant post-acquisition passenger car, the Cadet is generally regarded as demonstrating Vauxhall's newly acquired interest and expertise in controlling production costs, but it was also noteworthy as the first British car to feature a synchromesh gearbox.

During WWII, car production at Luton was suspended to allow Vauxhall to work on the new Churchill tank, taking it from specification to production in less than a year, and assembled there (as well as at other sites). Over 5,600 Churchill tanks were built.

Passenger car production resumed after the end of WWII. Models were more mass-market than pre-war products, helping to drive an expansion of the company. A manufacturing plant at Ellesmere Port, Cheshire, was opened in 1962, initially making components to supply to the production lines in Luton, before passenger car production began there in 1964.


Vauxhall Nova 4-Door Notch Back 1200 cc



1994 Vauxhaul Cavalier LS

During the 1960s, Vauxhall acquired a reputation for making rust-prone models, though in this respect, most manufacturers were equally bad. The corrosion protection built into models was tightened up significantly, but the reputation dogged the company until the early 1980s.

By the late 1960s, Vauxhall was achieving five-figure sales on its most popular models, including the entry-level Viva and larger Victor. Between 1963 and 1966, the Vauxhall Viva HA was sold in Canada at Pontiac/Buick dealers (as a Vauxhall) and also at Chevrolet/Oldsmobile dealers where it was badged as the Envoy Epic. The Victor became Britain's most exported car with sales in markets in the United States, Canada, Australia, New Zealand, South Africa and Asian right hand drive markets such as Sri Lanka, India, Pakistan, Malaysia, Thailand and Singapore. In Canada, the Victor sold through Pontiac/Buick dealerships as a Vauxhall and as an Envoy at Chevrolet/Oldsmobile dealers.

Vauxhall's fortunes improved during the 1970s, with an updated version of the Viva continuing to sell in huge volumes. By 1973, however, the Victor was losing sales in a market that was becoming increasingly dominated by the Ford Cortina. The Viva was still among the most popular cars in Britain, but overall Vauxhall was well behind market leaders Ford and British Leyland in the sales charts and most of its range was struggling even to keep pace with Chrysler UK (formerly the Rootes Group).

Sales began to increase in 1975, with the launch of two important new models – the Chevette, a small three-door hatchback that was the first car of its kind to be built in Britain, the Chevette carrying the name Opel Kadett in Europe, and Chevrolet Chevette in the US and Canadian markets; and the Cavalier (Opel Ascona elsewhere), a stylish four-door saloon designed to compete head-to-head with the Ford Cortina. By the end of the 1970s, Vauxhall had boosted its market share substantially and began to challenge both Ford and British Leyland.

By the end of 1979, Vauxhall's design engineers had moved into the family hatchback market with the Astra, (Opel Kadett elsewhere) range that replaced the aging Viva and Chevette models. The Astra quickly became popular with buyers, but the 1981 Mk2 Cavalier – the first



Vauxhall Astra MkV

Vauxhall of this size to offer front-wheel drive and a hatchback body style – was the car that really boosted the company's fortunes. The 1983 Nova (Opel Corsa elsewhere) supermini, an addition to the Vauxhall line up, completed Vauxhall's regeneration and it soon overtook Austin Rover (formerly British Leyland) as Britain's second most popular carmaker. The Astra further strengthened its position in the market with an all-new 1984 model that featured an aerodynamic design reminiscent of Ford's larger Sierra.

Vauxhall's most important model of the 1980s was the 1981 Mk2 Cavalier, which made the transition from rear-wheel drive saloon to front-wheel drive hatchback (though there was still a saloon version available, complemented in 1983 with an estate). For much of its life it was Britain's most popular large family car, vying with the Ford Sierra for top place. The Cavalier was relaunched in 1988, an all-new format which won praise for its sleek looks and much-improved resistance to rust.

The range then was extended by the Senator (Opel Senator elsewhere). The Cavalier Mk3 entered its third generation in 1988 – with an all-new sleek design that further enhanced its popularity. The Calibra coupé followed in 1989, which was officially the most aerodynamic production car in the world on its launch. Falling between the Cavalier and Senator was the Carlton (Opel Omega elsewhere) – relaunched in 1986 and voted European Car of the Year. There were two sports versions of the Carlton: the 3000 GSi and the Lotus Carlton, the latter being aimed at family-minded executives and considered the fastest four-door production car at the time. Most importantly, these Vauxhall models had eradicated the image of rusting cars that had for so long put potential buyers off the Vauxhall brand.

By 1989 Vauxhall was on roughly equal terms with the Rover Group as Britain's second most popular car brand (after Ford).

In 1991, Vauxhall joined forces with Isuzu to produce the Frontera, a four-wheel drive SUV available in short- and long-wheelbase versions. In 1993, the Cavalier was firmly re-established as Britain's most popular large family car, with more than 130,000 sales, while the third generation Astra (relaunched in 1991) with 100,000 sales was continuing to narrow the gap between itself and the best-selling Ford Escort. The decade-old Nova was axed in 1993, in favour of the all-new Corsa, adopting the European naming of the model; its distinctive styling and practical interior began attracting more sales than its predecessor had done.

In 1994, production of Bedford Vehicles ceased but van production continued at Luton under the Vauxhall name. The Omega and refaced Astra were launched that year and were the first models to feature the corporate "v" grille.

The Cavalier nameplate was axed in 1995 after 20 years, a full model after Opel had dropped its Ascona nameplate, Vauxhall adopting the common Vectra nameplate for its successor, completing a policy by GM that aligned and identically badged all Vauxhall and Opel models. Vectra received disappointing feedback from the motoring public as well as Top Gear's Jeremy Clarkson. Yet it was still hugely popular, and for a while af-

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ter the 1999 facelift, it was actually more popular than Ford's highly acclaimed Mondeo. The Astra entered its fourth generation in 1998, and offered levels of build quality and handling that bettered all of its predecessors.

In 2000, Vauxhall continue to narrow the gap with Ford. A new model of Corsa was launched offering a better-handling, better-built and better-equipped package. 2002 was one of the best years ever for Vauxhall sales in the UK. The Corsa was Britain's second most popular new car, and gave the marque top spot in the British supermini car sales charts for the first time. The Astra was Britain's third best-selling car that year, while the Vectra and the Zafira (a compact MPV launched in 1999) were just outside the top ten. The second generation Vectra was launched in 2002 and was further improved over earlier Vectras.

The Frontera was facelifted in 1999 and relaunched as the B series - featuring Vauxhall's 2.2 DTi diesel engine, a 2.2 EcoTec petrol engine and a V6 version. The Frontera was discontinued in 2004. Recently the replacement for the Frontera, the Antara (developed with the Chevrolet Captiva), has been added to the line-up.



Opel Vectra C 2.2

Perhaps the most important Vauxhall product of the 2000s so far is the fifth generation Astra, launched in early 2004 – and praised by the motoring press for its dramatic styling unlike the relatively bland previous Astra. It was an instant hit with British buyers, and was the nation's second best-selling car in 2005 and 2006. Many UK Police forces have also adopted the Astra as the standard patrol vehicle. The second generation Vectra went on sale during 2002, but did not sell as strongly as its predecessor. Its successor, called the Insignia, premiered at the 2008 British International Motor Show. The second generation Corsa had been Britain's most popular supermini for most of its production life and by 2006 an all-new model was launched. This Corsa sold far better than either of the previous Corsas, and was an instant hit with buyers.



Opel Zafira Tourer

In 2006, the second generation Zafira was the tenth-biggest selling car in the UK, the first time that an MPV had featured in the top 10 best-selling cars in Britain.

The Ampera E-Rev, short for extended range electric vehicle went on sale in the UK in 2011, is a Vauxhall with a 16 kWh, 400 lb (180 kg) lithium-ion battery pack that delivers 40 miles (64 km) of motoring and a 1.4-litre petrol engine that extends the car's range to 350 miles (560 km).

An almost Canadian connection with Vauxhall occurred in mid-2009 when GM announced its intention to spin-off both the Opel and Vauxhall brands as it filed for bankruptcy protection. A sale to Canadian-owned Magna International was agreed in late 2009 with the approval of the German government; however, GM called off the sale at the last moment after determining that Opel and Vauxhall were crucial to its overall global strategy.

In May 2012, GM announced plans to move much of the production of Astra vehicles from mainland Europe to the UK. The company announced it would invest £125 million in the Ellesmere Port factory and spend about £1bn in the UK component sector. Looking forward, the HydroGen4, successor of the Opel fuel cell vehicle HydroGen3, is expected to reach markets in 2016. **BCD**

Join a club

British Sports Car Club of London

If you swoon at the distinctive shape of a British car, if your knees go weak at the sound of a British engine, you might consider joining the British Sports Car Club of London. Despite the "sports" in the title we welcome all makes and models of British Cars, in fact, you do not even have to own one. We have numerous members who are "between cars" and stay on for the social aspect. Our club meets monthly on the second Wednesday of the month at the RCAF club on Crumlin Rd., London, as it has since its inception in 1992. So if you are in the mood for a bit of Noggin' and Natter then please drop by, all are welcome.

The club is a great way to share experiences, tools (you need a 1-61/64 inch octagonal socket? We got one!) and advice (for instance; where to obtain rare parts or who are the best local mechanics or where to find the best cider on draft?). Membership dues are $30 per year, with a one-time initiation fee of $10 for new members, which includes a windshield decal depicting the club's logo and a pin.

We have a wide range of member's vehicles from 1950 through to 2005, from Morris Minors to Land Rovers, from MG's to Jaguars, from Triumphs to Austin Healeys and not to forget Berkeleys, Lotus' (Loti?) and Morgans. Our membership hovers between 50 and 60 and a typical night at the RCAF Wing will be 30 members. The social aspect of the club is important and we try to arrange a half-dozen or so convoy runs throughout the driving season, as well as attending nearby car events.

On the second Saturday in June we hold our annual "Classic" car show and 2013 will be our 20th. We plan to do something above and beyond the usual, so please try to attend. There are prizes for 14 classes of British Cars along with Best in Show and our Featured Marque. The show raises funds for our club events and we maintain our non-profit status by donating excess funds to a charity.

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RAGTOP

THE MAGAZINE OF THE TORONTO TRIUMPH CLUB

SUMMER 2012

REVIEW Spring Fling

Spitfire PI • The "Other" 6 • Time to Shine

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Club Meetings & Event Reports

May 19

Victoria Day Weekend Impromptu Drive

A small group of TTC members spent a pleasant half day motoring along the Trafalgar Moraine westwards by Lower Baseline Road through Zimmerman to the Lowville area and then over the escarpment to Campbellville. The group gathered at the Tim Horton's on Royal Windsor Drive at Ford Drive at the Mississauga-Oakville boundary at 9:30 a.m. and comprised Debbie and Wayne McGill (TR6), Dave Sims (TR250), Garth Saddler (GT6) and Terence McKillen (TR6).



The initial drive was northward on Ford Drive and then westwards along Lower Baseline Road which follows the northern edge of the Trafalgar Moraine as it crosses the 16 Mile and 12 Mile Creek drainage systems which provide for some nice rolling bends and climbs interspersed with straight stretches. From Zimmerman, the route circled around the Indian Wells Golf Club on 4th Sideroad and the north on Appleby Line over the escarpment for a welcome rest stop and coffee at the Ice House which we shared with the motorcycling crowd.

Afterwards, Debbie and Wayne went off car hunting for their daughter while the diminished group returned south on Appleby Line to Highway 5 before splitting off to wend our respective ways home. An enjoyable outing and as Dave Simms commented, "There is always safety in numbers."

May 25-27

Spring Fling

Each year, the Toronto Triumph Club and the MG Car Club of Toronto alternate hosting the annual Spring Fling Event. This has



become a tradition with both Clubs and is one of the first events of the driving season where we get to share our love of LBCs and have some friendly rivalry with the "other" marque. This year, the MG Club hosted the event at the Fern Resort in Orillia (see full report on page 8)

June 17

33rd Annual Vintage Racing Festival

The feature for this year's Canadian Historic Grand Prix at the newly named Canadian Tire Motorsports Park (formerly Mosport) was the "American Sportscar" the Chevrolet Corvette. There was some great vintage racing action as we participated in the annual Field of Dreams Car show held on the infield on corner 8. As usual, the highlight of the day was the noon "Dream Laps" by the car show participants. Proceeds from the laps went to the Wounded Warriors of Canada.



June 19

Summer BBQ

Our annual BBQ was held at Oakville's Coronation Park with a turnout of approx 35 cars and even more members. As usual, the food was cooked by Jack Willekes and Brian Clark, with preparation, salads and accoutrements by their wives and other club members. President Tush supplied some







amazing ice-cream treats for dessert! The weather was great, the cars looked awesome and the BBQ was satisfying. Thanks to everyone involved and to those who drove a fair few miles to be there. Special mention to Gord Linkletter who brought his gorgeous Jaguar XK120 from Guelph/Waterloo, which we all enjoyed drooling on... er I mean, over.

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June 22-25



Canadian Invasion Classic

A tour of the Finger Lakes with 33 cars and 64 members participating, organized by Clive & Jaquelynne Huizinga and Alex & Sharon McLeod, thanks for a great job guys. (*A full report will appear in the Fall issue - Ed.*)

July 15

Brits in the Park, Lindsay

The Victoria British Car Club were once again our hosts for Lindsay's "Brits in the Park" Car Show. Over 200 LBC's were displayed in Victoria Park under bright blue skies. The Toronto Triumph Club and Triumphs in general were well represented, with several TTC members bringing home awards. A highlight of the show was the inaugural presentation of the Warren Grant Award (formerly the President's Award) to Dave and Sylvia Laverie and their 1968 Morris Minor affectionately named "Ted".



Congratulations to these TTC members

Class C - 2nd Place, David Grant, '71 STAG
Class J - 1st Place, Frank and Pauline DeCarlo, '59 TR3A
Class K - 1st Place, Paul and Tish Boyd, '76 TR6
Class K - 2nd Place, David Tushingham, '73 TR6
Class M - 2nd Place, Don and Judy Johnson, '77 Spit
Class N - 1st Place, Wayne and Debbie McGill, '67 Herald



BOOK REVIEW



The Essential Buyer's Guide – Triumph Stag: Norm Mort & Tony Fox, Veloce Publishing, 2009, 64 p, ISBN 978-1-845842-70-3

As the title of this book implies, Canadian Stag marque experts Norm Mort and Tony Fox, compress into 17 chapters all there is no know or look out for when seeking to purchase a Triumph Stag. As many "Ragtop" readers will know, Tony is the Stag marque expert for the Toronto Triumph Club and is a regional director of the Triumph Stag Club USA and the Stag Owners' Club (UK) and Vice President of the British Saloon Car Club of Canada. Tony has had an affiliation with the Triumph Stag for more than 20 years and currently owns three of the proud beasts. Stags were never officially imported into Canada and only 2,871 were imported in to the USA between 1971 and 1973 making it quite a challenge for Canadian enthusiasts to locate one, although there are currently about 40 cars known in Ontario.

Demand for the Stag has been increasing steadily and the book has become an indispensable tool for pre-inspection, purchase and later reference. The 7½ x 5½ inch paperback book is designed to assist the potential owner find the right car at the right price. The guide explains every aspect of purchasing a Triumph Stag and is designed to answer a multitude of questions and provides a step-by-step inspection technique and unique points system designed to help evaluate any Stag.

The book is available at www.amazon.ca, www.velocebooks.com or directly from Tony Fox at a price of about $20.00. It is well worth the read, even if you are not actually in the market for a Triumph Stag. The evaluation techniques and inspection guide would be applicable to a pre-purchase evaluation of any classic car.

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July 27

Vintage Car Show, Mississauga



Following the TTC's participation at the CIAS, the City of Mississauga approached the club to see if a British car show could be staged at Celebration Square as part of the City's celebration of the Queen's Diamond Jubilee. Approximately 20 Triumphs and a like number of MGs and miscellaneous classic British cars turned out for the evening event with two Stags, two Spitfires, a TR8, two TR4s, a TR250 and 11 or 12 TR6s present. It was a fabulous location in Mississauga's newly completed 'Celebration Square', complete with permanent stage, sound system and video displays with a large Astro Turf area in front. Hundreds of Mississaugans enjoyed complimentary 'High Tea', with buttered scones, live music and of course, our fine display of LBCs! Our thanks to Meeting Coordinators Patrick Caria and Clive Huizinga for all their hard work staging this event, and in particular Patrick for dealing with the City of Mississauga so professionally.



No mechanic required after 45 years and 360,000 km

BILL TAYLOR

It was quite a year, 1967.

CG Transit came into being; Britain introduced the breathalyzer; Sweden switched from driving on the left to the right; John Lennon had his Rolls painted with a gypsy design (when wrongly called psychedelic) of acrids and flowers; Joel Eriavel crashed trying to jump the fountains at Caesars Palace

"Give me a book and a set of tools and I can do it myself."

JOHN LILLE

In Las Vegas.

And John Lille bought a brand-new Triumph TR4A sports car.

Forty-five years and 360,000 kilometres later — equivalent to travelling around the planet nine times — Lille hopes this weekend to let the car off its leash at the Watkins Glen International auto racing circuit 60 miles from New York.

John Lille's Triumph TR4A has never been in the shop since he bought it in 1967.

Our club and its members continue to receive excellent press coverage, since our display at the Canadian International Auto Show last February. John Lille recently made the front cover of the Toronto Star "Wheels" section (Saturday, June 23rd) and Don Johnson made national news in the Globe & Mail online (http://tinyurl.com/bswl9vl). Both stories were well written and complimentary of Triumphs and mention the TTC and our events. John & Don are to be congratulated for representing the club and promoting the Triumph marque in such a positive way - nice job chaps.

Welcome New Members!

Name	Location
Dominic Gallerneault	Brockville
Steven Goodman	Toronto
Ross Jex	Mississauga
Chuck & Carmie McCormack	Georgetown
Thom Seto	Toronto
Roger J Tiller	Burlington

New Members from June 19, 2012 to August 29, 2012

Events Calendar

For Full Event List & More Details Go To www.TorontoTriumph.com

August 2012

29th Annual British Car Day

Sunday, September 16, 8:00 a.m.



Join us for the Toronto Triumph Club's 29th Annual British Car Day at Bronte Creek Provincial Park, Oakville. More information can be found at www.BritishCarDay.com.

November 2012

TTC Annual General Meeting

Tuesday, November 20, 7:00 p.m.

Location to be announced.

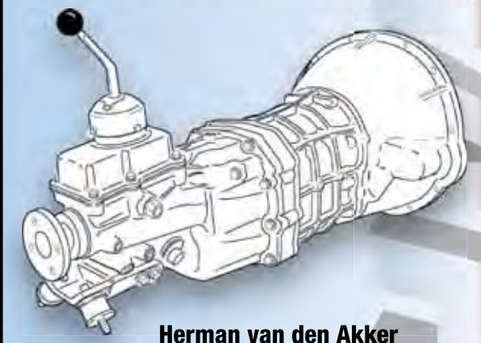
Membership Renewal Reminder

(Thank you if you have renewed since press time)

Name	Member #	Date	Name	Member #	Date
David & Barbara Anschuetz	2339	09/01/12	Lenore and Gary Hogan	1658	10/01/12
Herb Arnds	2685	09/18/12	Paul & Deb Hughes	2932	09/20/12
Dave Bechard	5001	10/20/12	Chuck & Linda Ireland	2570	09/18/12
Bob Berger	1809	10/10/12	Samuel R./ Teresa Dinnigan James	1874	09/13/12
Sandi and George Brown	1990	10/01/12	Ron Leach	4989	10/22/12
Malcolm Bull	2680	09/19/12	William Lyons	2713	09/18/12
Guy & Janice Caswell Campagnaro	2285	09/19/12	Ian Marlatt	2678	09/19/12
Les & Moira Campey	1531	09/01/12	Scott and Leslie Millson-Taylor	2852	09/19/12
Arnie Cheshire	2758	09/27/12	Dennis & Gloria Munn	1224	09/19/12
Bill Clark	2714	09/19/12	Stan Peszat	3229	09/28/12
Chris Collins	4999	10/20/12	Chuck and Gail Phillips	2209	09/19/12
Margaret and Doug Dalgetty	1075	10/01/12	Bruce & Caroline Pinch	3233	10/26/12
Michael De Weerd	2675	09/01/12	Paul Pittson	2867	10/12/12
Wayne & Peggy Dickey	2933	09/20/12	Arlene and David Roeder	2038	10/01/12
Anne and Ed Gaizutis	1827	10/01/12	Peter & Patricia Simpson	2546	09/01/12
Maged Ghali	4988	10/04/12	Steven Spilchen	5000	10/22/12
Brian Gooder	4980	10/22/12	Bill Toft	4997	10/22/12
Wayne and Doreen Graham	2857	09/21/12	John Umpieby	5002	10/22/12
Stephen Hall	2792	10/01/12	Alistair & Corinne Wallace	2860	09/26/12
Phil & Mary Anne Harris	2342	09/01/12	Peter and Denise Warren	2711	09/19/12
Carl & Beverley Heinlein	2929	09/20/12	Paul Watkinson	2921	09/19/12

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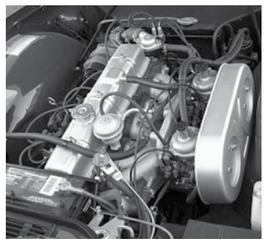
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Spring Fling 2012

BY DAVID FIDLER





Having missed the last two Spring Flings, I was eager not to miss this year's event, staged by our friends at the MG Car Club of Toronto and held at the Fern Resort, Orillia. I must say, I was totally impressed with the Resort's location, on the east side of Lake Couchiching outside of Orillia, an area I was hitherto unfamiliar with, because I usually flash right by on Highway 11, on my way to Algonquin and The Muskokas. I won't make that mistake again!

My wife Gloria and I left Mississauga after lunch on Friday, May 25th and picked-up a caravan along the way, consisting of Scott & Dawn Douglas, John Morton & Nancy and Dave Tushingham. We took Highway 48 through Beaverton and then 12 up to Orillia and the resort. It was a very pleasant drive, with sunshine and warm temperatures, although there was a noticeable cross wind most of the way, which meant having Rosie's side windows up.

We arrived late afternoon and, after check-in and a quick freshen up, took a look around the resort and said our hellos to some earlier arrivals, mostly from the MG Club, and watched as the rest of the TTC contingent arrived. I think I counted 22 cars from our club and perhaps a couple less from the MGCCT. A very respectable turn out, which made for a fun week-end.

After cocktails, we decided to eat at the resort and found the menu to be good value, but also very interesting in terms of selection and concept. Basically, you could choose anything (or everything!) on the menu for a fixed price of $30... however the choices were very "70s", such as prawn cocktail etc., which was in keeping with the general decor of the resort, but not to everyone's taste. We ate heartily and had a great time. The MGCCT provided an excellent hospitality/registration suite, which everyone thoroughly enjoyed and appreciated, and after a nightcap at "Chez Morton", we retired reasonably early, in anticipation of an early start and a great drive the following morning.



Who said that Triumphs and MGs don't mix?
(and throw in a Bug Eyed Sprite for good measure)

Breakfast was served using a similar concept to dinner, and it was fantastic. Everything from a full English and pancakes, to fruit, yoghurt and muesli for the more health conscious... or all of it if you so desired. Reminiscent of an "all you can eat" buffet, but served to your table. Needless to say, we all left the table quite full and so, it was off to wash the cars for the guys, while our ladies enjoyed the sights and amenities of the resort.

For the drive around Lake Muskoka and Rousseau, cars were arranged in five groups of eight cars and each group had their photo taken in front of the Fern Resort, before heading off behind an assigned MGCCT "Leader". This was an ingenious system, which kept the groups manageable and (mostly) together for the whole drive... which totaled around 200km by day's end... it was also the only way to ensure that an MG was always in front of a Triumph, very cunning indeed! On the way around we stopped for coffee in Bala Falls and then continued on through Port Carling to Rousseau and lunch.

At the Crossroads restaurant we displayed our cars in a field adjacent for the annual Spring Fling Participant's Choice Car Show. The tradition was continued to have MG owners judge the Triumphs and vice versa, always a lot of fun and an opportunity to learn a bit more about the "other" marque. There were some very fine MGs there, as to whether or not any were "factory stock", I hadn't a clue, so I relied on



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Right: Paul and Tish Boyd strike a pose before leaving on Saturday's driving tour. Inset, later the same day Paul picks up an award (he seems to share the same taste in sartoriao colour combination with Tish)



the "bling factor" and general presentation to sway my votes.

After a very tasty fish & chip lunch, washed down with a full bodied, but unpretentious pint of Chateau Guinness 1759 (just the one officer, I was driving), we gassed up and got ready for the return trip to Fern Resort. This was essentially a "go your own way, in your own time" part of the tour, so our original caravan from the drive up to Fern formed, along with Clive Huizinga and a couple of others and I led the group down through Bracebridge and onto RR 17, which is Muskoka Beach Rd. past Taboo Golf Resort... a great driving road if you're ever in the area... lots of tree covered lanes and twisties, ending up in Gravenhurst for ice cream at Scoops, beside the steam boats. A pretty spot to take a breather and a pit stop. We lost John Morton along the way, so he decided to head straight back to the resort. After our ice cream, we headed back too and arrived in time to change for cocktails and the Awards Dinner. The rest of the evening was spent socializing and having more fun, plus another visit to the hospitality suite.

Sunday threatened rain for the journey home, but even after a leisurely breakfast (there were some things on the menu I hadn't tried yet) and a saunter around the property, the sun still shone and our caravan didn't find rain until we stopped in Orangeville for coffee and to go our separate ways. Gloria looked concerned as I drove off with the top still down, while large drops of rain fell on Rosie and ominous black clouds lined our route home. She was very surprised that you can drive a TR6 in heavy rain, with the top down, and not get wet... and frankly, so was I! **RAGTOP**

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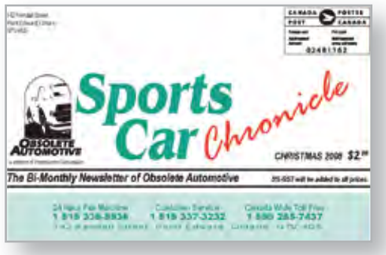
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ALL TO PRESERVE AND DRIVE THE TRIUMPH

ODE TO THE GT6

BY ROGER ELLIOTT

It was late fall 1975 in the Niagara region and I was turning sixteen on December 31st. I had worked to save some money and was setting my goals on owning my first car. I had learned to drive in a Cortina and a Rover 2000TC, my father owned a BSA and my brother a Norton Commando, I was destined to own British! I had my eye on an MG Sprite (please don't hold that against me), but things changed.

My father told me of a car he saw for sale and we should have a look. It was later in the evening when we pulled up to a house and the silhouette of a GT6 emerged. We parked beside it and Dad said "I like the lines". I was in total agreement. We were looking over the car when we were met by the owner in the driveway. He was a long haired chap and seemed quite content with himself. He explained he just bought a Z28 and needed to sell the GT6 and then handed over the keys for a test run. With Dad at the helm we ventured off down the road, Dad getting used to the gears. We hit our first red light and when it turned green we were off leaving headlights behind us and my father enthusiastically saying "this really goes", my smile at that time was from ear to ear. We purchased the GT6 that evening.

I received my license in the New Year and was off and running. My first order of business was installing an eight track player in the glove box coupled to the existing AM FM radio. You could store a number of eight tracks in the glove box and Pink Floyd, Steve Miller and Neil Young were a mere arms length away.

Most girls liked the car except for the snobby ones (they were not my type anyway). I soon discovered the GT6 was somewhat of a birth control device. I mean a Pinto was plausible, the GT6 not so. I started thinking my mother had something to do with this.

Time progressed and like any teenager I was coming home later and later. My mother would stay up, but my father would rest listening to his police scanner. One weekend around midnight I was pulled over by the police. My last name was spelled phonetically over the radio followed by first name "Roger". My father got up and joined my mother in the kitchen indicating what he had just heard. I came home at a decent hour, I think it was four in the morning, most lights were on and my mother was standing by the backdoor, my father was still at the kitchen table, he looked tired. I told them I was pulled over because both taillights were out and I told the officer I



Roger and his brother John standing behind an Austin Healey – haircuts were optional in those days



Young man goes west



A flat near Thunder Bay

would tend to it first thing in the morning. He told me to make sure of that and no ticket was exchanged. The Prince of Darkness paid me the first of many visits that night and my father retired the scanner. I guess I should have had a cell phone.



British muscle Triumphs over German engineering, GT6 stays, 914 goes

I enrolled in Engineering at Lakehead University in 1979. I wanted to get as far away as I could and Thunder Bay seemed like the perfect fit. Driving the GT6 along the Superior route was a dream. In the summers I would go out west for work and when I had some free time we would drive through the mountains, the two of us were inseparable. I had installed a new AM FM stereo c/w a built in cassette player in the GT6 and was learning a computer language called Fortran (punch cards and all). Technology was flying through the roof at that time.

Fast track to the year 1987 and a May wedding was in the works. I still had the GT6 and had also acquired a Porsche 914. There seemed something logical about driving a car in 90 degree heat with the roof off and the engine behind you verses a closed coupe with a fiery inferno in front of you. Long trips in the heat with the GT6 left you feeling a little lethargic and the occasional break was necessary.

Dawn and I bought our starter home and the garage was big enough for both cars. A few years later we bought our lovely home on the water, which we still reside in. It came with one glitch, a single car garage. A decision was made and the Porsche was sold.

I uncovered the GT6 each spring and the fascination of spending another summer driving her never escaped me. The people who knew the car would wave and on occasion, someone at a stop light would shout over "I used to own one of those." I replied, "I still do".

Enter the spring of 2005 and Dawn mentions about going to Kingston in the GT6 for the Classic that is being put on by the Toronto Triumph Club, we had just become members. She sugared the conversation telling me there will be a day at Shannonville. The car was packed, including an 85 pound yellow lab secured in the back for a 45 minute drive to the kennel. The one thing about the GT6 is that you can put a lot of stuff in it. Upon arrival at the kennel the dog could not be happier to disembark the GT6, it just had to watch not to step on his tongue getting out.

Upon arrival in the hotel parking lot in Kingston we were affectionately greeted by everyone on hand. There was a guy named Wayne who made me laugh immediately and still does to this day. Frank, who showed me a magazine layout from the seventies that shows him behind the identical GT6. A couple named Jack and Cathy who we spent a lot of time in the parking lot with and still get in trouble with to this day. There was a myriad of other great people. What a weekend!



His and hers in their new two car garage

I was told I should bring the GT6 up to British Car Day, so that fall we did and placed third... and again the following year. I was invincible, until a fourth GT6 showed up the year after.

We were now fully involved with the club, so why not buy another Triumph? Dawn was now the proud owner of a 1976 Inca Spitfire, however we still had a single car garage. We enlisted the help of Cathy, whom we had met earlier in Kingston and she came up with a great design and construction was underway. What a dream it was to have both cars side by side in the new garage, life was complete.

That winter we were involved in a serious accident with an impaired driver and when I did get out of the vehicle I knew something was wrong with my knee. I had played a lot of sports including soccer (or football as Fid would say) and after my second scope the surgeon at that time told me to lay off the sports as I may need a knee replacement later in my years, I took his advice. Unfortunately the impact had compressed my knee to a point I was bone on bone and a replacement was necessary at the age of 48. The surgery was slated for mid September 2008 and a week later I was at British Car Day chasing Vic down with my walker to see if he would redo the GT6 seats. Not long after infection set in, I was back in surgery and then I had a portable antibiotic pump attached to me for three months. I merely looked at this as a temporary setback and was installing my new seats in the GT6, pump and all. I was optimistic I would be driving that summer, but that summer passed and so did the next with the GT6 sitting idle. The knee replacement has never been right to this day. Reality plays some funny games with you and the thought of selling the car finally crossed my mind, after all it has now been four years.

Is it a guy thing to become attached to an automobile? I suppose so. I do think we all have a cherished memento that flourishes good memories. The GT6 was that to me.

The GT6 is now for sale, 37 years after my father and I took it for its first run. In closing I say, Godspeed old friend, it has been a slice. **RAGTOP**

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Quest for a Special Car with the 'TRIUMPH SMELL'

BY GARTH SADDLER

My passion for the Triumph GT6 started many years ago in my early childhood when I was living in Jamaica. Two doors down the road from our house lived an army officer who had a GT6 Mk III. I can clearly remember hearing him starting the car and revving the engine. I would dash to the window just to get a glimpse of the car racing by and promised myself that one day I too would own such a car.

Let's fast forward a few years - actually, more than a few years! I am now living and working in Canada. One day a co-worker and very good friend started talking about cars. He mentioned that someone had given him an old Triumph. He said it was a 1968 GT6+. I could not believe it! I just had to go and see it, thinking I could buy it from him. I was amazed at this great little car. The engine started, but the car was not in drivable condition. However, seeing it rekindled my desire to own a GT6. I did everything possible to buy the car from my friend, but he was intent on keeping it.

With a newly awakened sense of enthusiasm my quest started in earnest. I probably bought all the GT6 books that were available on the market and delved into internet sites to learn as much as possible about the marque. I started to learn about the differences between the three GT6 models and concluded that I preferred the Mk I model best. I liked the look from the front and also the interior. I knew that the rear suspension geometry was not as good as in later models, but I had no intentions of racing the car so that would not be a problem. In fact, my goal, if I found a suitable car, was to keep it as near to original factory specification as possible.



Garth's 1968 Mk 1 GT6

As my search continued, I realized that it was not going to be an easy task as GT6s are getting harder and harder to find. On one occasion, I came very close to acquiring a beautiful signal red 1968 Mk I, but I was a few minutes too late - the car had been sold by the time I arrived.

During the course of my search, I became temporarily side tracked and ended up purchasing a 1980 Spitfire and later a 1974 TR6, neither of which satisfied my ultimate goal and both of which required restoration budgets beyond my means and mechanical abilities, so they were passed on to others to tackle.

One day my luck turned as I was browsing the classifieds on the TTC website. There was a 1968 GT6 Mk I for sale. I hurried to take a look. It was not perfect, but it was all original and I promised myself that I was not going to lose this one. A few days later, in March 2011, the car was in my driveway.

My first task was a general clean up and then I started to go through the car carefully trying to ascertain what tasks needed to be tackled. As I have never done any form of mechanical work before, I had to take my time and build up my skill level. I started with some of the more cosmetics issues. Everything seemed to work, but some of the original switches and trim had been replaced by newer, non-original, pieces. I found Canley Classics and Spitfire Graveyard, both of the UK and Spitbits in California to be very good sources for parts for the Mk I.

As soon as the weather started to get

warmer I had the car appraised and insured and it was now time to focus on driving. Armed with temporary plates and CAA card in my wallet, I was ready to see how it ran on today's roads. I was delighted when the car started immediately with only a little choke required and it seemed to purr like a kitten. I let it warm up for about 10 minutes to ensure nothing untoward was leaking and then I was off – on my first solo drive!

Not wanting to venture too far, I initially just drove around the block and then gradually started to increase my distance from home as confidence was gained. The car ran great, accelerated nicely, and tracked well. I was quite amazed at the torque of the engine. It seemed to pull well through the gears. The shifts were easy and very precise. Although the brakes worked well, I found that they did require fairly strong foot pressure... the Mk I does not have servo-assisted brakes.

My GT6 doesn't seem to suffer from the cabin heat problem that I read about in so many magazines. I found that there was ample cooling once the front vent windows were opened and properly positioned. However, I did find the interior to be quite cramped. You do tend to get very intimate if you have a passenger in the front seat. In fact "Road and Track" back in 1967 noted "The GT6 isn't a tall man's car. Our tallest driver, who is 6 ft 3, found himself too cramped to drive it with any degree of pleasure and our two 6-footers complained of their heads touching the roof." I have been told that changing to a smaller steering wheel will improve the cabin space, at least for the driver... I am still using the original stock steering wheel.

Nevertheless, this car is fun to drive. Even when compared to the modern cars that I have owned, the GT6 is by far the most enjoyable to drive. It always puts a smile on my face. It feels and sounds fantastic. No muffled exhaust. No power windows. No air conditioning. This is the real deal – the way motoring used to be.

Yes, I do face some ribbing when I return home from a drive. My daughters are always making comments like, "Dad, why



The interior look was an appealing factor in Garth's choice of the Mk 1

do you always smell like gas and exhaust when you drive the car?" They refer to it as the "Triumph Smell"

In searching for any classic car, I would recommend the following points:

- I have heard this one over and over, but it's definitely true. Buy the best car that you can afford.
- Try to find a car with no rust, good paint and a sound transmission. I believe the other things are cheaper to repair.
- View the car in the daylight and preferably when it is not raining.
- Always bring someone with you that is knowledgeable about these cars.
- Don't be afraid to check the car out thoroughly. However, be respectful to the owner and always ask if it's OK before proceeding. It's a good idea to have a flashlight and wear clothes that you are not afraid to get dirty.

One of the more difficult parts of my research was estimating what I would have to pay for a GT6. These cars don't come on the market very often, and when they do, they are in varied states of repair and condition. They are not collector cars, so you have to keep that in mind when trying to negotiate a fair price. This is what I experienced:



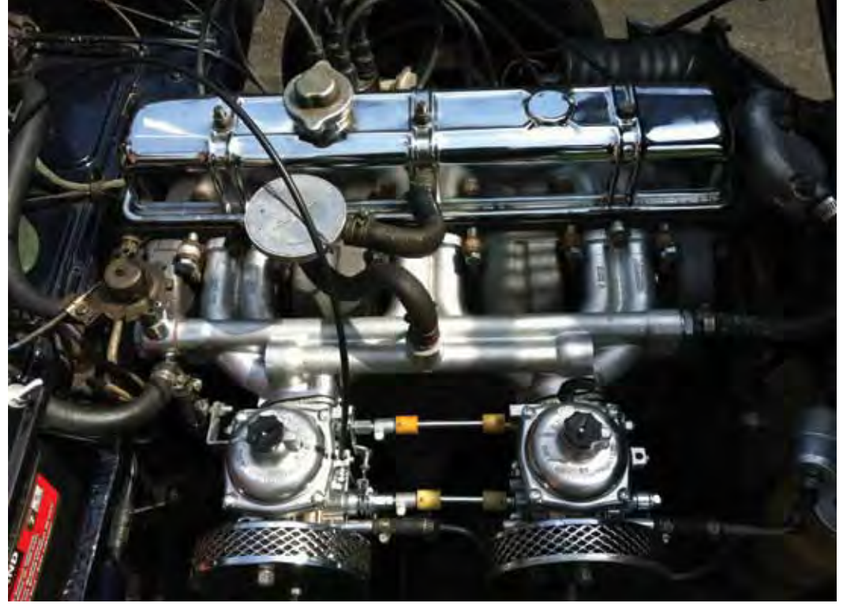
The GB plate adds authenticity, but Garth used it to hide a minor blemish

- $2,000 and less – Project car
- $2,000 – $4,000 – Driver requiring work
- $4,000 - $8,000 - Nice Driver
- $8,000 + - Show car

I haven't owned my GT6 for long enough to be able to offer advice on maintenance and upkeep or for the likes of engine rebuilds or any other major tasks, but the positives I like about the car are:

- Its looks (Inside and Out)
- Engine power
- Rarity of the marque
- Ease of working on the engine
- Driving feel and sound

And the only dislikes would be the somewhat cramped interior, lack of servo-assist on the brakes and the difficulty in finding some of the original trim pieces.



The ZS carburetors were refurbished by Jeff Palya at Paltech in Ohio

My intentions are to continue the project as a rolling restoration, driving the car during the summer months and learning and building my confidence levels so that I might tackle some of the larger mechanical jobs in due course.

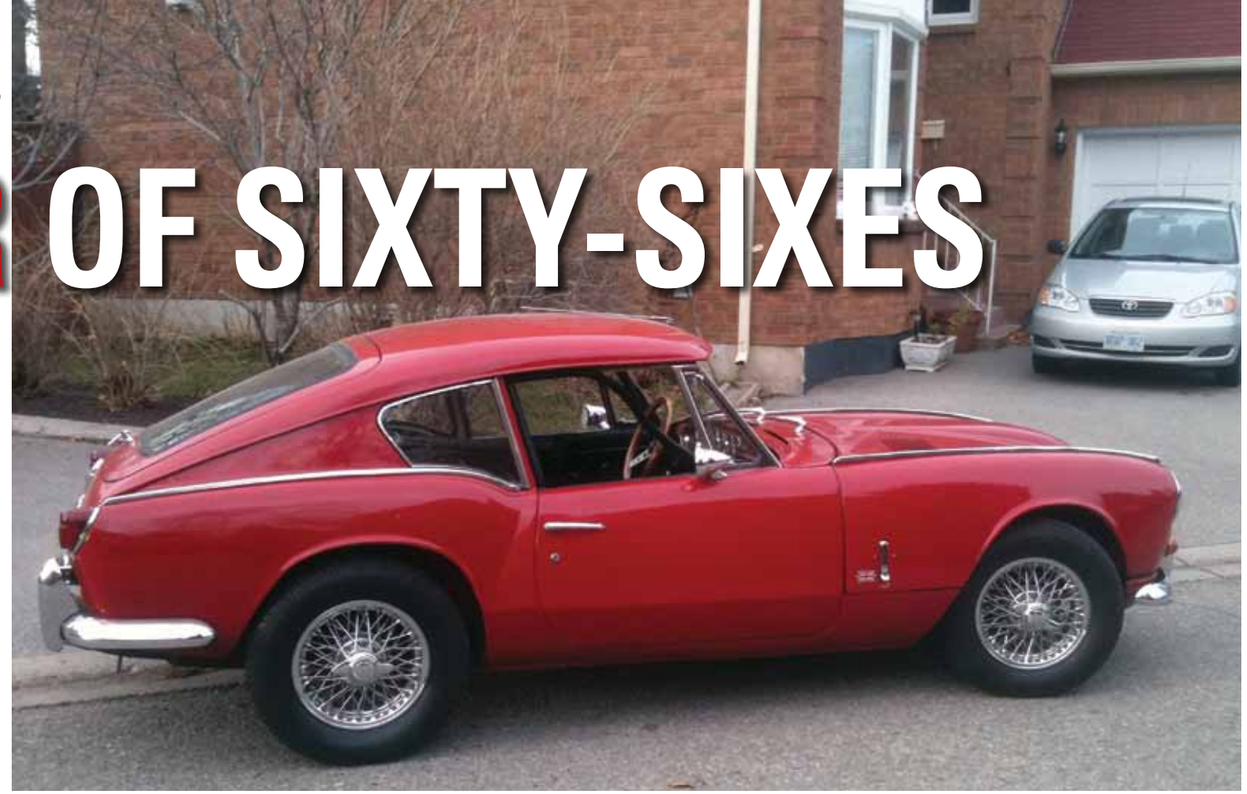
So far this spring, I have successfully attempted the removal and refitting of my ZS Carburetors with intake manifold. These were shipped to Jeff Palya at Paltech in Ohio for full service and restoration. I had always felt that they were never adjusted correctly, and the throttle body never felt as tight as it should, and many of the springs were missing. I also took the opportunity to get my exhaust manifold sand blasted, and I later painted them with manifold paint.

My passion heightened even more for this little GT6 after taking part in last year's "Fid's Impromptu Fall Fling" driving tour and a recent trip to Campbelleville where it was thrilling driving through the twisty escarpments and cruising with other Triumph enthusiasts. As my confidence in the reliability of the GT6 is appreciating, I will certainly participate in more club trips. **RAGTOP**



Garth's GT6 with a brace of TR6s and a TR250 in Campbelleville
l-r Terrence McKillen, Garth, Wayne and Debbie McGill, (Dave Sims was behind the camera)

A PAIR OF SIXTY-SIXES - THE MAKINGS OF A SIX-PACK?





BY WARREN BEECH

Raising three daughters has kept me quite busy over the years and now as young adults they have begun to leave the nest. In fact, the eldest is married and has presented me with two granddaughters within the last two years. All of a sudden, there is time for "grandpa" to get a hobby!

Over the years I would often notice, with great interest, some rusty old gems being towed off on flat beds for rebuilding and restoration and have always thought it would be fun to build a car from the ground up. So, in January 2011 my search began.

My automotive exposure stems from my family experience because I grew up with car repair activities all around me. Between 1922 and 1968, my grandfather owned one of the very first Sunoco gas stations - Rosie's Auto Service in Toronto. The shop had no hydraulic hoists, just open pits. One of my uncles owned a Supertest gas station for forty years. Another uncle was an aircraft mechanic in England during WW2 and worked on - you guessed it - Spitfires!

My family moved to New Zealand for one year. I was exposed to a vast array of British cars. In fact, we owned a 1951 Humber Super Snipe. In high school, I took auto shop and three of my friends actually owned TR6s. I worked on my own cars during high school out of financial necessity. When I look back on the things I tackled, I have to shake my head - engine rebuilds, clutch replacements, repainting, etc.

After much deliberation my hobby car selection was destined to be a small British sportscar with a strong racing heritage, slightly rare, but with an availability of new and used parts. I have always been partial to the look of coupés, in particular the Jaguar E-Type, the Volvo P1800, the MGB GT and of course the best of all, the Triumph GT6. Small, powerful, gorgeous lines, and often described as an E -Type that had been left out too long in the rain and shrunk! After I had looked at a few potential cars, I added reliability and simplicity to my purchasing criteria.

In June, I finally zeroed in on a 1966 Spitfire Mk II. The chap who owned the car had already started a body off restoration and had rebuilt or replaced a lot of the unreliable bits - perfect. The car was a little rare, easy to work on and only had a small four cylinder engine. The price was reasonable too. It was just a matter of collecting it. I live in Mississauga and the Spitfire was in Renfrew. I rented a U-Haul trailer and off we went on a round trip adventure.

The seller was extremely gracious; he had labelled everything and sorted all the parts into large Rubbermaid containers. I can remember thinking at the time, "how do all these pieces go together?" When I got back home the frame and a lot of the major parts were sent off for sandblasting and painting. I also began learning more about the value of parts and pieces for my new little gem. Items like various rear ends, overdrives, upgraded carburettors, electric cooling fans and bodywork.

It was during this time of searching for parts that I came across a 1966 GT6 Mk I for sale. This little beauty was close by and the asking price was low considering all of the modifications that had been made; Weber carburettors, electric cooling fan, Dayton wire wheels and it had overdrive! Sadly the owner had passed away and his son was trying to move the car fast. Given the fact that I always loved the lines of the GT6, resistance was futile. As the lyrics of the 1966 hit 'Bus Stop' by the Hollies says "by August she was mine" - delivered by flatbed to my house!

Then reality set in. I had purchased two Triumphs within three months! Fortunately, I only have a two car garage so the insanity hit a natural stop. The GT6 is essentially a blueprint which will be of great assistance to me when I begin assembling the Spit. It will also give me something fun to drive in the meantime. At least that was what I thought at the time. I temporarily put the Spitfire aside and focused on getting the GT6 back on the road. The car was running, but was very rough. It needed a new windshield and a few other things prior to being certified.

After numerous attempts to get the idle speed down I began researching more about Weber carburettor upgrades and the other modifications that had been done. It became clear to me that

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Spitfire under restoration

so many things were changed that it was now beyond my mechanical capabilities. I had been discussing these issues with Fred McEachern who recommended Phil Allen at Britcar Service to help sort out the mess.

So it was back to U-Haul again to transport the GT6 down to Phil's shop in Woodstock. He immediately dug into the car and discovered a cracked exhaust manifold, a leaking electric fuel pump and the Webers running wild. Phil is currently in the process of returning the car back to stock. With Fred McEachern's help, replacement carbs and manifolds have been sourced. Electronic ignition is being added and the electric cooling fan is being serviced along with a rebuilt fuel pump. Until work on the GT6 is completed I'm leaving the Spitfire alone.



Spitfire arriving home from Renfrew

The Spit requires panel replacement on the tub and the completion of an engine rebuild, reassembly and of course, a paint job. Both cars are currently signal red, but began life dark green. I plan on ordering the heritage certificates and my direction has always been towards originality as much as possible with both cars. It is absolutely amazing the amount of information available on the web. I have learned so much, but there is still so much more to learn and experience.

I joined the Toronto Triumph club in August 2011, but really wish I had learned about the club earlier. There is a wealth of experience available through the club members. My first British Car Day was amazing. It is good thing I only have a two car garage because I liked everything I saw!

To anyone who is thinking about buying their first Triumph I suggest the following:

- Join the club and use those resources to help select your car.
- Choose a car with little or no rust, perhaps one from the southern states.
- If you can't tackle the work yourself, line up an experienced Triumph mechanic (you don't want someone learning on your car)

I view this hobby as a journey rather than a destination. It has been a lot fun so far. I have acquired a couple of fairly rare, fun vehicles. The GT6 will be a rolling restoration and my fun driver and I am looking forward to having it back on the road later this summer. The Spitfire, my "rusty old gem," will then be brought back to life. I am looking forward to a feeling of tremendous accomplishment and pride every time I start the Spitfire up. At that point the pair of Sixty Sixes will be complete - my own little 6 pack – well almost! **RAGTOP**

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SPITFIRE PIONEER

FUEL INJECTION CONVERSION

BY DON JOHNSON

For a number of years, I had been talking about fuel injecting our Spitfire 1500. Sometime in January 2011, I was looking for something to do, so my friend Les, at Harris Auto Electric, suggested that I should try to track something down. Firstly, I contacted Rick Patton, at Patton Machine in the US, who makes injection kits for TR6s, to see if he had come up with one for the Spitfire. He didn't - but he did have the necessary parts to convert HS4 SU carburettors to throttle bodies. The suggestion was made if I wanted to do the prototype work on the Spitfire, he would supply the parts. The challenge was on!

The first order of business was to supply Rick with the vacuum reading of the hot engine at 900 RPM; the length of the wires for the wiring harness and the advanced curve of the distributor. Meanwhile several things could be done while waiting for the parts. The gas tank was removed and a new pickup installed.

I didn't attempt to try to solder the new fuel pick up as Steve, at Rads Plus (in Barrie), said he could do it without blowing things up. I thought that was a good decision as I didn't want to emulate the Spitfire's original project name of "the bomb"!



The new fitting soldered into the tank and the new pick-up plus the fuel return line to the tank. This goes into the old gas pickup fitting



The new 3/8 pickup and return line installed into the gas tank



The tank ready to be reinstalled with the vent line and new fuel line in place. These were easier to connect before the tank was reinstalled

After the tank was reinstalled it was time to mount the high pressure fuel pump. The accompanying instructions suggested that it be installed lower than the gas tank. I couldn't find a good place to mount it on the frame so decided to install it under the tank inside the trunk. It was also suggested that a fuel filter be added to the low pressure line running from the tank to the pump. The bends were a little tight for the rubber fuel injection hose so I decided instead to use a piece of 3/8". copper to run from the filter to the pump. Another caveat was that if the pump was mounted in the trunk, it should be insulated, so as do deaden any noise that the pump might make. I elected to mount the pump on a piece of softwood and then attached the wood to the body with rubber mounts. This turned out to be an excellent solution.



The pump mounted underneath the tank, the low pressure filter and the copper line



The high pressure fuel filter mounted to the frame. It also shows the 3/8" stainless steel fuel line and the stainless fuel tank vent line

The next task was to run the fuel line to the front of the car. This required cutting a 1¼" hole in the trunk floor for the new 3/8"" stainless steel line. I also mounted a high pressure fuel line filter on the frame close to the location where the fuel regulator would be mounted.



The regulator mounted to the firewall. The right and left fittings go to the throttle bodies. The rear fitting attaches to and the supply line from the tank and the bottom fitting attaches to the return line back to the tank. The forward fitting is where the pressure gauge attaches

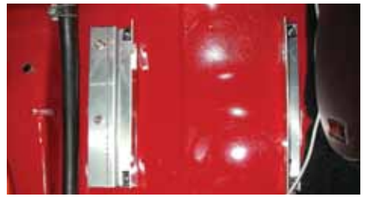
The next job was to mount the regulator close to the throttle bodies. The best location seemed to be the firewall just behind where the throttle bodies would be located. The instructions suggested that the distance from the regulator to the throttle bodies be as short as possible and the supply lines be of equal lengths. Following this, an O2 sensor bung was installed in the header. To do this the header had to be removed as



The O2 sensor bung welded into the collector. The other spigot shown is for the crankcase evacuation system

the bung has to be welded in place. The O2 sensor has to be in the top or the side of the header collector pipe. I found it best to install it halfway in between.

Then the ECU was mounted, in a vertical position, with the wires coming out the bottom and a loop created in the wiring to stop any water that might wick its way back up into the ECU. There was just enough room to do this under the battery box on the inside of the firewall. I borrowed a spare ECU from Les in order to make up aluminium brackets and bolt them to the firewall.



ECU mounting brackets bolted to the inside of the firewall. Two longer bolts sticking out of the left hand bracket are to mount the relays for the fuel pump and the power supply to the ECU



The ECU and the relays installed. And the wiring harness roughed in

Now it was time to make up the wiring harness. The basic wiring harness was supplied by Patton Machine. I had to locate a suitable place to make a hole in the firewall, but things were starting to get a little tight for space. A 1¼" hole was needed to get all the wires and wire ends through and I found just enough room beside the regulator. Now I had to find a suitable rubber grommet which came, in the end, from a highway tractor air brake seal as none of the local auto shops stocked anything suitable.

Once I got the hole cut in the firewall and the rubber grommet installed, I was



Things can get very tight on the Spitfire. Here you can see the grommet in the firewall and the wiring harness coming out. You can also see the fuel line going into the regulator and the return line coming out

able to route the wires to the different sensors, battery, and the distributor. The wires were cut to appropriate length and the pins soldered for the different sensor plugs. After installation of all the plugs and the wires properly routed the wiring harness was removed and then wrapped.



The harness wrapped and ready to be installed

The next step was to mount the MAP sensor. It has to be located higher than the vacuum port on the intake manifold. I elected to mount it to the firewall directly behind the manifold and as high up as I could get it. The MAP sensor should also be mounted so there are no dips or sags in the vacuum line going from the manifold to the sensor. I figured the best way to do this was to install a piece of ¼ in. stainless steel tubing and made sure that the tubing ran downhill to the manifold.

Then the ignition module was installed which has to be mounted close to the distributor and with an attached heat sink. I mounted it to the engine block where the block-off plate for the original fuel pump was located. I had to reverse the plate and drill two holes in it to match the holes in the engine block.

I then got hold of a Lucas 25 E distributor which was the type used on some of the early Spitfires and MGBs. There are a couple of bosses in the distributor that need to be removed. The the upper shaft and the springs



MAP sensor mounted on the firewall



The stainless steel tubing running from the manifold to the map sensor. Notice how the tubing runs downhill from the sensor to the manifold



The ignition module mounted to the engine block with the power wires coming out of it. The distributor plugs into the module on the backside. The ECM plugs into the front lower plug

and weights also have to be removed. A new upper shaft is mounted with the reluctor wheel and the magnetic pickup. The distributor is reinstalled at top dead centre and the two wires coming from the distributor are plugged into the ignition module.



The distributor in place, the reluctor wheel and the magnetic pickup. The two wires from the distributor hooked up to the ignition module

This was followed by setting up the throttle bodies. The dashpot covers and vacuum pistons from the SU carburettors had first to be removed. I went a little farther by obtaining a couple of used HS 4 carburettor bodies and converted them to throttle bodies. I didn't want to ruin the HS 4 carburettors I had on the car because they worked very well. I put in new bushings and throttle shafts to make sure there

wouldn't be any air leaks which would tend to give a lean mixture. I also resurfaced the flanges on the throttle bodies and installed all of the old SU throttle linkages. I installed the throttle position sensor next. This has a brass fitting that has been modified to work as a driver. It fits onto the end of the rear throttle shaft. The rotating part of the throttle sensor must be in perfect alignment with the throttle shaft. This took a little modification of the bracket supplied in the kit. The next step was to install the injector adapter plates. I had to change the brass fittings in them from 45° fittings to 90° fittings and install some stainless steel 5/16 in. tubing to clear the throttle linkages. There wasn't enough room to use rubber fuel injection hose to connect the throttle bodies to the regulator.



The throttle bodies with the injector adapters in place. It also shows the stainless steel fuel lines hooked up to the pressure regulator. The injectors push into the orifices on the throttle body adapters and the little horseshoe shape plates with the two screws hold the injectors in place



I modified two old dashpot covers and bolted them in place over the injectors and the injector adapters to make them look like SU HS 4 carburettors

The last sender to be installed is the temperature sender. It had to be installed where there was a full flow of coolant passing it. The best place to install it seemed to be in the line that supplies hot water to the heater. This required several more brass fittings. It also required putting a heater bypass line in between the inlet and outlet of the heater. Fuel injection requires a hotter running engine. The 160 degree thermostat was replaced with a 180 degree thermostat. This not only helped the fuel injection it also



Temperature sensor mounted in the heater supply line



Heater bypass line

eliminated some of the crankcase pressure due to the engine running hotter as the pistons sealed better. This eliminated some of the piston blow by.

The socket for the ALDL cable was installed under the glove box where it had easy access. This is the socket were you plug in the code reader or a computer

With all the sensors, ECU, distributor and throttle bodies installed it was time for the initial start up.

There were several things to be done before start up. One is to set up the throttle position sensor. This I considered beyond my experience. So I enlisted some help from my friend Les. He came over and hooked up his code reader and set the voltage limits on the throttle position sensor. To start with we set the timing to 8 degrees which was a bit of a guess. We moved it around somewhat, but still had trouble getting it to fire up. Then I remembered an E-mail I had from Rick at Patton Machine about two wires being reversed coming off of distributor magnetic pickup. So, we changed these wires around and finally got the engine to fire up. We played around with it a little more and got it running reasonably well, but it really sounded like it was over fuelling.

The next day I tried hooking the computer up to the Spitfire, but being a little bit computer challenged, I didn't make much headway. The ALDL program in the computer wasn't coming up with the numbers that we thought it should.

The instructions with a kit said to do ½-hour run in the city and on the highway and then send the information by E-mail to



The check engine light was installed in the dashboard where the choke knob used to be

Norman Witte at Affordable Fuel Injection in Michigan. This is the gentleman who reprograms the chips to match your style of driving. I tried everything I knew of, but the car still sounded and ran like it was over fuelling. I tried several times to get a reading on the computer, but not having the requisite computer skills, I decided the best thing to do was to take the car to Michigan and let Norman take a look at it.

We arrived at Norman's shop in Elsie, Michigan and he immediately hooked his code reader up to the Spitfire. Following a drive we returned to the shop and Norman took the chip out of the ECM and hooked it up to his computer and discovered it was programed for a 2½ litre engine rather than a 1½ litre engine. We took the car out for a second drive with the code reader hooked up. As soon as we got out of the driveway, one could really notice the difference. It accelerated faster and smoother and the exhaust note was crisp. Norman reprogramed the chip four or five times until he was happy with all the readings.

A couple of weeks later we took the Spitfire to Ottawa for the 2011 Canadian Classic. I'd kept track of the mileage on the GPS and the amount of fuel we used. We were getting 34% better fuel mileage with the throttle body injection over carburettors. This made me quite happy and figured it was well worth the time and effort to change over to the TBI system.

Rick Patton who made up the kit was a great help and answered the many questions I had as the project progressed. He had a lot of suggestions when I seemed to be stumped. I've certainly learned a lot about fuel injection. We have also made quite a few new friends.

For more info on fuel injection on British cars go to Rick's web site, (www.pattonmachine.com). For information on North American cars go to Norman Witte's web site, (www.affordable-fuel-injection.com). **RAGTOP**

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Time to Shine

By Terence McKillen

In early Spring, your editorial staff was invited to a trade presentation of car care products at Mississauga's Living Arts Centre together with representatives from the mainstream auto media as well as fellow car club enthusiasts. The products being demonstrated were from Autoglym, part of the Altro Group plc, and the UK's leading manufacturer of car care products with over £110 million in sales (2010) and markets in more than 45 countries worldwide.

Autoglym, is the holder of two Royal Warrants, from H.M. the Queen and H.R.H. the Prince of Wales, which means that not only do the Royal Households purchase and use the products, but they did so for over five years before allowing their product endorsement to be used. It was pointed out that all of the cars used for last year's wedding of the Duke and Duchess of Cambridge were prepared using Autoglym products, including the classic Aston Martin owned by the Prince of Wales, in which the couple drove off after the Buckingham Palace reception.

Originally developed for professional use only, Autoglym have been marketing their products across Canada since 2009 through an exclusive relationship with Canadian Tire, although some products have been available in British Columbia for over twenty years. For 2012, Autoglym will have 25 retail products available here out of more than 50 in their total retail product line up. What follows is a step by step description of the process, using Autoglym's directions and literature as a basis and some of my own experience using their products.

(Product was supplied by Autoglym, however the TTC, Ragtop, nor its editors have any financial interest and this review is provided solely for informational purposes - Ed.)

Looking for the best auto wax is a quest that most car aficionados seem to be forever chasing, especially if OCD tendencies are allowed to get the upper hand. It would seem that marketing and advertising have us chasing all over the place in search of the Holy Grail of perfect finishes. This endless quest is not just the preserve of the enthusiasts among us, but also for those who just want a simplified approach to basic car paint care for their regular daily drive.

The simple answer is that there probably is no single best wax, but the choice will be influenced by a number of issues related to the degree of protection required, the expected visual appearance, the ease of use of the product, and the type and quality of the original paint finish and obviously, price or value for money.

The good news is that due to advances in chemical engineering, the products available on the shelf today are far superior to those of yesteryear. Professional grade results are easily obtainable by choosing the right products along with following a few important instructions.

As we discovered in a very thorough demonstration of a number of the Autoglym products applied to an Aston Martin Vantage in the foyer of the Living Arts Centre, it is not just a question of slapping on some wax and then rubbing it off. The ultimate finish is also dependent on the proper preparation of the surface for reception of the product; the use of a correct type of cloth or specialised applicator; and in some cases, following a series of steps with different products in sequence. The ultimate finish is also dependent upon how the product is applied – on occasion this will be to a cloth first, while in other cases, the product will be applied directly to the paint surface. How the product is manipulated when on the paint surface and how long it is left on the surface before removal also have a significant impact on the final finish.

Before commencing on any auto detailing it is first necessary to thoroughly wash the car (refer later about the dangers of dish detergent!) and rinse it off with clean water and properly dry. Traces of tar or dead bugs should be removed with dedicated products (refer list) and the interior carefully vacuumed.



Step 1:

For best results on the first use of any new product, one should remove traces of all existing waxes and polishes by using a deep cleanser (Autoglym High Definition Cleanser). As regular shampoos and clay don't always remove old polish film, High Definition Cleanser will effectively remove all surface residues as well as general dust and grime. This will leave a fresh clean surface, ideal for ensuring you get the best possible result. This is a liquid product applied in a circular motion using a slightly damp High Definition Applicator (a type of flat, dense sponge) with the product evenly spread on the sponge surface. It is recommended that only small areas are worked at a time as the product has to be removed, using a high-tech finishing cloth, before it actually dries out (the Autoglym Perfect Polishing Cloth is a 100% cotton, lightweight material, free of synthetic fibres and with exactly the right degree of density and absorbency for polishing fine surfaces). As with all auto detailing products, care should be taken on how the product is applied around the edges of panels or around window glass and rubber gaskets or around badges or door handles so that excess product does not get caught up in the grooves.

If you are dealing with the original paint that is 40 or more years old and you are confident that you have sufficient paint thickness available, you may want to remove excessive oxidation or even small scratches by first using a paint renovator. But beware, automotive paintwork is extremely thin and every time the surface is renovated using abrasive compounds some of the paint is removed. Autoglym Paint Renovator contains exceptionally fast working abrasives to give a rapid but controllable cutting and polishing action. It contains no silicone.

Step 2:

Step two involves the application of Autoglym's Super Resin Polish, an industry-leading product, which provides a brilliant depth of shine and is claimed to have a life of at least 35 car washes before it needs to be reapplied. A new formulation of Super Resin Polish was released in January of this year which, according to Autoglym, imparts an unprecedented depth of shine, exceeding that achieved by its predecessor and all current competitors. Its durability is also greatly enhanced, beading for three times longer than the previous generation Super Resin Polish, and more than twice as long as its nearest competitor.



Super Resin Polish is easy to use and contains specialised emulsifiers and conditioners to gently clean and condition paintwork. Low molecular weight resins harden and bond to give exceptional protection and cosmetic effect. Treated high gloss surfaces are highly resistant to deterioration from most environmental contaminants and weather conditions including UV light. The product is ideal for all types of new or moderately deteriorated automotive paintwork including metallic, water based and lacquered finishes as well as for classic car bodies. The Super Resin Polish is applied on a special hand-forming applicator (the Perfect Palm Applicator) over which the product is evenly distributed and applied to the paint surface in a circular motion and then finished in overlapping straight strokes to provide for even application. Unlike the cleanser product, the Super Resin can be left to dry, and in fact, the technician recommended completing the whole car before removing any of the dried polish and buffing with another Perfect Polishing Cloth (not the same one used for the cleanser). The product should be used sparingly and not applied to the applicator in large quantity.



Step 3:

For even greater protection and for additional shine, High Definition Wax can be applied using a slightly damp sponge applicator. It is recommended that the whole car be completed before removal of the dried wax with best results obtained if the wax is left for 15-20 minutes before buffing, again using a separate high-tech finishing cloth. As with most wax applica-



tions, it is best to work with the car out of direct sunlight. The wax comes in a hard block and is composed of a combination of Carnauba, microcrystallines, waxes, saturated hydrocarbons and oils to give a superior quality finish with exceptional durability. It offers lasting protection against most environmental contaminants such as salt, detergents, UV light, acid rain and industrial fallout. High Definition Wax is free of all abrasives, water and emulsifiers.

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Author's newly aquired Stag has it's paint brought back to a fine lustre

paintwork finish, as demanded by the perfectionist, one can take an extra step by applying Autoglym Extra Gloss Protection which is a spray-on product comprising an extra tough, protective sealant that contains a complex blend of hard resins and waxes. Treated surfaces are protected with a super-tough finish to keep paintwork looking brilliant for longer. Unlike a polish, it contains no cleaning or polishing agents and should only be used on clean, dry, blemish-free paintwork, ideally pretreated with the Super Resin Polish.

Autoglym provide a complete range of additional products suitable for cleaning glass, plastics and vinyl, leather care, interior carpet shampoo, chrome, wheel and tire detailing, engine cleaning, bird poop remover and body shampoo. Almost all of the products are environmentally friendly and bio-degradable.

It was recommended that careful, regular washing using a Bodywork Shampoo Conditioner would remove traffic film without damaging the finish and appearance of the vehicle. Importantly, it is pH balanced to ensure it protects and extends the effect of the underlying polishes, unlike household dish detergents which should never be used on automotive bodywork.

I recently followed the three-step process on both my Six and my Stag. I was very pleased with the results achieved, particularly with the Stag as the paintwork had likely not seen any love and attention over the past 12-14 years. The Jasmine yellow really sharpened up after the treatment. I was also very impressed with the ease of application and removal of the Autoglym products. Very little physical effort was required, unlike other polishes and waxes that I have previously used.

Autoglym is certainly not the only manufacturer of superior car care products. Competitors in the market place include Meguiars, Mothers, Turtle Wax, Adam's and others. However, Autoglym is among the top for quality and consequently the products do cost more than the common or garden variety. Expect to spend somewhere between $100 and $200 stocking your garage shelves with the most commonly used products. In the end you get what you pay for – caveat emptor. **RAGTOP**

J.D. AUTO SERVICES



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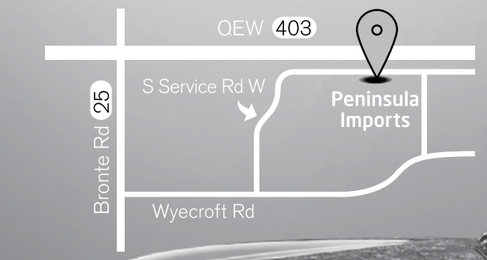


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Speke Easy

BY TERENCE MCKILLEN

A speakeasy was a high-class establishment that offered food and entertainment as well as alcoholic beverages in the United States during the 1920s Prohibition Era. In the context of the Triumph Motor Company, Speke, derived from the Old English 'Spec', meaning 'brushwood', is a suburb of Liverpool located adjacent to the John Lennon airport, which during the 1960s to mid-1970s was the main production site for some of Triumph's saloons (not the speakeasy type), the TR7 as well as body pressings for other models, including the Stag. It had the infamy of being the most inefficient assembly plant in the UK with absenteeism rates of up to 25% on any given day.

This new column will focus on Triumph and other classic motoring tips and trivia. Readers are invited to forward comments and ideas to AssistantEditor@TorontoTriumph.com.

A couple of months back I encountered an unusual problem. I had just popped over to fellow TR6 enthusiast Colin Pillar's to check the fuel system, as I had previously sensed a strong smell of gasoline. Everything looked normal, but as we peered under the hood Colin noticed that a makeshift stopper in the centre of the carburettor intake manifold seemed loose. The jerry-rigged stopper had apparently been inserted by a former owner, after removing the EGR pipe. It comprised a brass compression joint and a small piece of copper pipe, the top of which had been sealed by brazing. We tightened the nut and thought that all was good, until I started the motor to drive home. Suddenly, it sounded as if marbles were rolling around in a coffee can! Some of the brazing had broken off inside the manifold and was ingested into the #6 cylinder. A few hours later, we had the rocker cover and cylinder head off and retrieved three small pieces of brazing. Fortunately no damage was done to the valves, rings or the cylinder liner, as the brazing was relatively soft. The top of the piston had one or two very minor scratches. All is now well again, with leak-down and compression tests completed.

Speaking of leak-down testing, we are convinced that this should always be carried out immediately following the removal of the cylinder head, for whatever reason. There is no point discovering later, after everything has been reassembled, that the head gasket is defective or didn't seal properly. We have experienced such a problem several times lately. A modest investment in an air compressor and some test gear together with a mechanic's stethoscope will pay back dividends. Colin will be writing in detail in a future issue about this and other interesting experiences during a partial engine rebuild on his TR6.

Winter 2011/12 has to have been one of the shortest and mildest on record. If it wasn't for the salt, I would have been tempted to keep my Six on the road. As it was, those who embarked on ambitious restoration/servicing plans over the winter likely didn't get everything completed before it was time to hit the road again. With a few other members of TTC, I made my first outing on March 11th although I believe that the honours for 'first of the season' should more rightly go to the indomitable Larry Llewellyn who braved snow and slush to drive "Ms. Penny Lane", his yellow TR7, to the CIAS a month earlier, on February 12th.

Nice to see the Triumph marque being discussed in the mainstream media again. Not only was there extensive coverage around the Triumph exhibit at the CIAS, but in the April 27 issue of the Globe & Mail – Motoring Section, Ted Laturnus, who is noted more for his contributions on motorcycles, revealed that he is the proud owner of two Triumphs – a 1966 TR4A and a 1976 TR6. He claims to be severely conflicted as to which model to keep. He loves the Michelotti-styled body of the 4A but acknowledges that the TR6 has "way more punch, and is a much more drivable automobile." Someone needs to inform him that there is no reason to dispose of either one!

It has been reported by "Autocar" (www.autocar.co.uk) and Britain's "Daily Mail" (March 3, 2012), that BMW applied for a European trademark for the Triumph laurel wreath badge that was last used in 1984. The application was filed late last year. BMW is able to use the iconic badge on a wide range of goods as well as cars. When BMW bought the Rover Group from British Aerospace in 1994, it inherited a number of heritage brands, including Triumph. This new trademark application shows that the idea of a Triumph brand revival has not been ruled out by BMW. But anyone hoping to see a Triumph return to the road any time soon may be disappointed. Autocar speculated that a range of Mini-based roadsters seems to be the most likely outcome of any Triumph revival in the medium term.

Are you in need of a perfectly matched aerosol can of your favourite Triumph paint colour? If you know your paint code, or alternatively take your car over to Cawthra Automotive Supplies Ltd., they can even adjust the colour to compensate for aging. John Burrows, President of the MG Car Club (and a neighbour of mine) recently brought this excellent service to my attention. I paid $17.78 for a large aerosol can and $14.99 for a smaller brush-on bottle of Jasmine yellow for my 72 Stag. David Fidler tells me he paid over $100 including shipping for paint obtained in the U.S. Cawthra Automotive is located at 729 Third Street in Port Credit (off Cawthra Road just north of Lakeshore Road East). Telephone: (905) 274-8644, E-mail: or www.cawthraautomotive.com.

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