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SUMMER 2013

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*Photo by Larry Llewellyn*

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from the editor

# My... How We've Grown



Welcome to the 30th British Car Day!

We've come a long way since 1984, when the show was just a few Triumphs & MGs in a field in Kendal, Ontario. You can read about our journey to Bronte Park and how British Car Day has grown in our "History of British Car Day" feature on page BCD 9.

The success of BCD is really down to one thing... the Volunteers. Without them we simply couldn't handle over 1,000 cars, 60 vendors and all of the other huge tasks that staging a show like this entails. It takes the dedication, time and resources of over 70 people from the Toronto Triumph Club and a further 30 or so from various other British car clubs in the area, who donate their time, to pull it all together every 3rd Sunday in September. Thank you one and all.

Included in our valued volunteer ranks are our amazing sponsors, who donate financial support to help make the show what it is. As you can imagine, staging a large show like BCD doesn't come cheap, there are all kinds of things to buy, suppliers to pay and equipment to rent. We absolutely could not do it without their support. Please take some time to visit with them either in the 'Vendor Village' or on our newly created 'Sponsor Street' as you walk to the registration building. This year we welcome one of the largest British classic car parts suppliers in North America, Moss Motors, all the way from California and also Oakville Tourism, to our list of sponsors. Thank you so much guys!

To celebrate our 30th show, we have a WWI flying display and hot air balloon rides, you'll also see the largest gathering of DeLorean DMC-12s, which are celebrating 30 years since production ceased... "30 cars for 30 years" is the goal of the Ontario DeLorean Owners Club. It will be quite a sight to see if they achieve their goal. One example is coming all the way from Missouri. Go ahead and count 'em!

Finally, thank YOU for coming. Our success began with a few people and an idea. We will never lose sight of the fact that each and every car on the field belongs to an individual who cares about British cars and BCD as much as we do. Thank you for sharing your love of cars and for making British Car Day - "The largest one-day British car show in North America."

David Fidler, Editor

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from the chairman

# A Banner Year



2013 is a banner year for British Car Day – the 30th consecutive running of this event. From humble beginnings as a picnic for Triumph and MG owners in Kendal, British Car Day has grown into the largest one day British car show in North America.

To celebrate, we have a couple of special events. At high noon look skyward for an unusual sight… three WWI aircraft in a dogfight over Bronte Park! Will the Sopwith 1 1/2 Strutter and the SE5A shoot down the Red Baron in his Red Focker DR-1 tri-plane? At the south east corner of the park tethered hot air balloon rides are available for those who want to get a bird's eye view of the show.

It takes a ton of work to put on this event and it would not be possible without our sponsors, vendors, spectators, park officers, a dedicated group of volunteers and of course, everyone who has brought an LBC to British Car Day… those fabulous cars are the true stars of the show. Thank you to everyone involved in making the 30th British Car Day an event to remember!

Dave Sims, 2013 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**
12:00 noon..... **WWI Flying Display**
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 (approx.)..... **Awards presentation for Participant's Choice Judging** *(You must be present to collect your award)*
2:45 pm..... **Prize Draws**

- Many thanks to Autoglym, Moss Motors, Oakville Tourism and Vintage Car Connection for providing the prizes.
- No ballot to fill out for this – the draw will be made from among the registered show cars

## See You Again Next Year!

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# The History of BRITISH CAR DAY 1984-2013


By Terence McKillen
with assistance from
Glen Donaldson & Wayne McGill





Flyer for the first British Car Day - September 1984

| | |
|---|---|
| Oldest Car | - 1947 MGTC - the Mercers |
| Furthest Distance Travelled | - 1969 Lotus - Diane Barrett (Ottawa) |
| Participants' Choice | - 1971 Triumph Stag - the Rickatsons |

Awards presented at the first BCD

Last year's BCD celebrated the 50th anniversary of the Triumph Spitfire

This year, British Car Day (BCD)© is celebrating its thirtieth running. The first British Car Day was held on September 16, 1984, two years after the last Triumph model was sold in Canada. The event has continued uninterrupted since and is always held on the third Sunday each September.

The first four BCD gatherings were held on a farm owned by club member Harold MacQueen at Kendal (Clarington) some 100km east of Toronto. Harold and his wife Betty had their 7 plus acres of grass cut and the cars were lined up as they arrived. There was no parking by make or model. Harold used to have a huge pot of corn on the boil so everyone got to partake of fresh corn-on-the cob but the order of the day was bring your own chair and food/drink. Long-time club member Glen Donaldson recalls that participants used to meet up at Scarborough Town Centre, next to the "Eaton's" store and drive in convoy to Harold's farm. The first few award ceremonies were conducted from the back of a hay-wagon using a megaphone. Glen recalls that David Haywood of the MG Car Club used to help out with the announcing, as Glen puts it, "because he was British and had a clear voice." The number of cars that participated in the first event was 61 comprised of 27 Triumphs, 19 MGs, 5 Lotus, 4 Austin Healeys, a Sunbeam, an Aston Martin, a Daimler and a TVR. While still in Kendall, numbers in the early years grew to about 135 with perhaps 250-300 people in attendance. There were no outside spectators, just the car owners and their families.

In 1988, the event was moved to its current location at Bronte Provincial Park, 50 kilometres west of Toronto, on the boundary between Oakville and Burlington, where local members Stewart Beatty, Charlie Con-



1987 BCD saw the Triumph Olympics – here TTC Founding member Bill Gray drives his wife Nancy's Nash Met through the beach ball course. Spitfires were vastly superior at this. Phil Hopewell of MG Club assisting and Rob Cohen former TTC Member rides shotgun with Bill






Minis at the 1986 BCD at Kendal

## 1987



In Kendall the cars were lined up just by make - Triumph got the long uphill side of the yard, with a view, MGs and Healeys were on the other side, Jags, Minis etc. were around the east end of the field

## 1988



First year at Bronte Park

## 1989





1989 BCD moved to current field at Bronte Park

## 1990



Rare D-Type Jaguar



## 1991



The Late Peter Purvis with a non starting TR3A on Saturday set up

## 1992



Triumph History row, a total of 650 cars attended

## 1993



Lady Eaton Rolls Royce



Happy attendees having lunch

## 1994



11th BCD 750+ cars



Reliant Regal dump truck



Set up crew

## 1995



Austin 7 Express



Austin Healey



Morgan SS trike




Good Neigh Bear next to Spitfires

## 1996



The roads have always been an issue



Lone piper



Good Neigh Bear driving a Triumph 2000 Roadster

quergood (then TTC President), Rob Cohen, Bill Gray and Wayne McGill (then Vice President) dealt with the park officials, local communities and the media. However, BCD did not move to its present location on the north field until 1989. Participants would gather at Sherway Gardens to drive in convoy to Bronte, often receiving coverage by the likes of TSN and Motoring TV. It was hoped that not too many participants would be lost in the relocation of venue. Happily, the first year at Bronte saw the numbers increase to 375 entries.

By 1989/90, Charlie Conquergood and Wayne McGill were working the new field layout and the class and marque system of car display and registration was first introduced. One year, Vendors were placed in the field to the east of the south east washrooms (towards the Grey pavilion where this year's hot air balloon rides are located) as the space in the main field was needed for more cars but as Glen Donaldson recalls, "We were darn near lynched for that bright idea." The following year Wayne McGill and Bill Alexander came up with the current vendor location on the west flank of the field and vendors have been coming back in droves every year since.

Placing the Land Rovers across the ditch facing the vendor stalls not only freed up space along the east side for the Rolls Royces, Bentleys and DeLoreans, but allowed their four-wheel drive capabilities to be fully demonstrated. Charlie somehow got the park to cut the grass in the lower (southern) field where the Jaguars and British Saloons are now displayed, as one year it had returned to nature and couldn't be used.

By 1993 or thereabouts, the concept of obtaining sponsorship for BCD was conceived in order to help offset the risk for the club of bad weather resulting in no cars showing up, yet still being faced with the expense of prizes and other outlays. Glen Donaldson recalls that members Ken Langsford and Bob Bieler were involved in obtaining Meguiar's as the first BCD sponsor. Frank Manning has long been involved in leading the charge with Castrol and other sponsorship support through the years. In more recent years Ian Parkhill and David Fidler have carried the torch together with Frank in seeking to expand sponsorship support.

From its humble beginnings, BCD has grown into the largest single-day show of its kind in North America. In recent years, about 1,100 British cars have been entered for the event and displayed in 52 classes of cars, commercial vehicles and motorcycles, running the whole range from Mini to Rolls-Royce, from Austin to Zephyr and everything in between. Many people bring their daily drivers, or projects-in-progress, just to line up with the many concours cars in their class. This is the opportunity everyone looks forward to, to chat, to scrutinize, and plan for next year. It's a car show, but it is also a big end-of-season social event.

In recent years over 8,000 spectators have been in attendance with visitors arriving from the northeast United States, the Maritime provinces, Quebec and Manitoba. We have even had visitors from Alberta, Texas, the UK and New Zealand. Also in attendance are over 60 vendors purveying a wide range of British merchandise, both automobile-related as well as clothing and food stuffs.

MG and Triumph models tend to dominate the field at BCD in equal numbers of about 250-260 each. Jaguar takes third place with 105 entries in 2012, followed by Mini (including the new Minis), Lotus and Austin Healey. Many of the same marques and models on display at BCD today would have been represented, albeit with fewer numbers, at the earlier shows with the possible exception of some older British cars that have now been lost to posterity.

At the 30th annual British Car Day in 2013 we will be celebrating the 90th anniversary of the first Triumph car, the 10/20 (although unfortunately an example will not be on display), the 60th anniversaries of the Triumph TR2, MGTF and the Healey 100 (it didn't become the Austin Healey until 1954). There will be examples of each in special displays on the field.

It is interesting to speculate how British Car Day may look thirty years from now. Will enthusiasts still be able to maintain the number of British Cars of the 1940s, 1950s, 1960s and 1970s that we currently see on the field or will it be limited to the survivors of today's British cars such as the BMW Mini, the post-Ford Jaguars, Lotus and such like? Only time will tell.

The Toronto Triumph Club Executive and the BCD Committee hope you enjoy your visit to this special 30th British Car Day. If you aren't currently an owner of a classic British car, we hope the cars you see today will inspire you to become involved in this wonderful hobby. **BCD**

# FIRST TRIUMPH

By Terence McKillen

Several Triumph models are celebrating distinctive anniversaries in 2013. By far the most significant is the 90th anniversary of the introduction of the first Triumph motor car. Triumph built its first car, the 10/20, in the Spring of 1923 and went on to build cars for a further 61 years despite almost going out of business on a number of occasions until the marque's final and permanent demise in 1984. The Triumph brand is owned today by BMW.

In 1923, King George V was on the throne and the British Prime Minister was Andrew Bonar Law for the first half of the year, followed by Stanley Baldwin after the General Election. The year saw the first outside broadcast by the British Broadcasting Corporation (BBC), while in Canada the world's first complete play-by-play radio broadcast of a professional ice hockey game was made by Pete Parker in Regina. Frederick Banting received the Nobel Prize for the discovery of insulin and in May, the Irish Civil War came to an end.

Of course, the origins of the Triumph Company go back 128 years, to 1885, when Siegfried Bettmann opened a small office in London to import bicycles and sewing machines from Europe, selling them under the Triumph name. He was joined within a year by M. J. Shulte and the two men decided to make bicycles as well as sell them. So in 1888, The Triumph Cycle Company was formed, located in Much Park Street, Coventry, which in itself is another milestone to celebrate this year at 125 years.

The pedal cycle market was profitable but mechanical propulsion was becoming a reality and the concept fascinated Shulte who imported a German motor cycle. The company also experimented with engines made by the Beeston Cycle Company. Larger premises were found in Priory Street, Coventry and in 1901, the first Triumph "machine" – basically a pedal cycle with a Minerva 2½ hp engine – was produced. By 1906, production was six machines a week. Three years later the company was manufacturing 3,000 motor cycles a year and gained a world-wide reputation. During the First World War, Triumph machines were chosen as transport for dispatch riders.

Although the name 'Triumph Motor Company' wasn't adopted until 1930, with the end of the First World War, Triumph started experimenting with light cars and in the spring of 1923, unveiled the 10/20 – and the famous globe badge appeared for the first time on the car's radiator. The 10/20 was available in convertible form either as a two or four-seater with coachwork by the Regent Carriage Company of London.




The name 10/20 was based on the Royal Automobile Club's vehicle taxation class of 10 horsepower and the actual output of 20 brake horsepower. The design was principally by Arthur Alderson assisted by Alan Lea and Arthur Sykes of the Lea-Francis company who had been building cars in Coventry since 1903. Triumph paid them a royalty on every car made. It was powered by a 1,393 cc, 4 cylinder side valve engine designed by Sir Harry Ricardo and fitted with a single updraught Zenith carburettor. The engine produced 23.5 brake horsepower (17.5 kW) at 3,000 rpm giving the car a top speed of 52 mph (84 km/h) and economy of 40 miles per imperial gallon (7.1 L/100 km; 33 mpg-US). The four speed gearbox was mounted centrally and coupled to the engine by a short drive shaft. Lucas lighting was fitted.

Triumph did not establish any new design trends with its first car – most cars of the period looked very similar. The difference came in the details as all Triumphs were finished to the same high-quality standard as its motorcycles and were aimed at an up-market consumer who would be interested in a car a notch above a Morris or Austin. The 10/20 was well received by the motoring press of the day.

The 10/20 came with a 2 seat, steel panelled, open touring body with provision for a third passenger in a dickey seat. A Sports model with aluminium body panels and long wings was soon added, and in 1924, a 4 seat Weymann saloon was added. The Weymann system used a patent-jointed wood frame covered in fabric developed from the aircraft industry which featured a single door on the driver's side and two doors on the other side. It had a 102-inch (2,591 mm) wheelbase which made it the largest of the "light cars" of its era by some 20 inches (508 mm). It was the first British production car to be fitted with hydraulic brakes – at first only on the rear wheels. The successor model, 13/35 had hydraulic brakes on all four wheels – manufactured by Lockheed and of the external contracting type. Approximately 2,500 of the 10/20 and the parallel 13/35 models were made between 1923 and 1926. The price at £430-460 was expensive when compared to a contemporary Morris Cowley 12hp at £150. The Pre-1940 Triumph Motor Club in the UK records that only one model of the 10/20 is known to survive today. **BCD**





# 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 Smartphones. 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 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 entering it's 30th year.

Our club has grown to approximately 350 members and the $35 membership fee brings you four issues of the award winning *Ragtop* magazine, regular monthly social meetings with complementary food, technical sessions, day drives and weekend events. Plus the assisance and support of our members, TTC website and discussion forums. For membership information please contact our membership secretary: membership@TorontoTriumph.com

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# TRIUMPH TR2

By Terence McKillen

Originally contemplated as a Standard model, the TR2 is celebrating 60 years in 2013. The TR designation stands for 'Triumph Roadster' and its success, especially in the United States, contributed to the survival of Triumph as the dominant marque within the Standard Motor Company. The TR2 was the first in a long line of roadsters produced by Standard-Triumph and later British Leyland between 1953 and 1982.



In October 1952, the Triumph 20TS prototype was revealed at the London Motor Show. Extensive development over the next six months, led to the introduction of the Triumph TR2 in March 1953 at the Geneva Motor Show. The prototype was built using components from the existing parts baskets at Standard-Triumph. The Standard Vanguard 2.0L engine was fitted to the chassis of the pre-war Flying Standard. The Triumph Mayflower saloon provided the coil-spring-and-A-arm front suspension, and the Vanguard provided the transmission, changed from a 3-speed to a 4-speed, and modified to take a Laycock de Normanville electric overdrive. Only one example of this car was ever made by Triumph.

The body tooling budget is reported to have been a mere £16,000 pounds, giving designer Walter Belgrove, little room for imagination. The body was designed to be built economically, with no panels requiring double-action presswork. Belgrove avoided expensive compound curves by splitting the front fenders along the centre line and filling the seams with beading. The only compound body pressings were the headlamps. The rear of the car was short and curved and had the spare tyre bolted to it. The targeted selling price was to be £500 before sales tax.

The TR2 was designed to challenge MG's dominance in the sports car market in North America with the TD and TF models. It was also built because Standard Motor Company had failed in a bid to acquire the Morgan Motor Company and the existing Triumph Roadster models (1800 and 2000) were out dated and under-powered. Sir John Black wanted a more modern but affordable sports car.




The TR2 production model used a twin SU carburettor version of the 1991 cc four-cylinder Standard Vanguard engine tuned to increase its output to 90 bhp (67 kW). The body was mounted on a separate chassis with coil-sprung independent suspension at the front and a leaf spring live axle at the rear. Either wire or disc wheels could be supplied. The standard transmission was a four-speed manual unit but overdrive was available on top gear as an option. Lockheed drum brakes were fitted all round.

The TR2 model had a production run of 8,636 cars was available in seven original colours; Ice Blue, Geranium, Olive Yellow, Pearl White, Black, Signal Red and British Racing Green.

The TR2 emerged with considerably better looks than the prototype with a simple ladder-type chassis; a longer body; and a bigger boot (trunk). It was an immediate success with American buyers and started a 30 year long North American love affair with Triumph and was quickly earning thousands of pounds in foreign exchange. It proved its outstanding performance when Ken Richardson, then Competitions Manager of Standard, recorded a top speed of 124 mph on the Jabbeke Highway in Belgium. At home and abroad the car swept the board in races and rallies and in 1955, TR2s took first three places in their class in the Liege-Rome-Liege Rally. Within two years of its launch the TR2 had more than 100 victories in all types of events to its credit. **BCD**

# The AUSTIN HEALEY 100

By Terence McKillen




Celebrating a 60th anniversary in 2013 is the Austin Healey 100 which was developed by Donald Healey and designed to be produced in-house by Healey's small car company in Warwick based on Austin A90 Atlantic mechanicals. Healey had previously worked for the Triumph Motor Company from the early 1930s and was instrumental in the engine design for the pre-War Southern Cross and Gloria models.

Healey built a single Healey Hundred for the 1952 London Motor Show, and the design impressed Leonard Lord, Managing Director of Austin who was looking for a replacement for the unsuccessful A90, that a deal was struck with Healey to build it in quantity at Austin's Longbridge factory. The car was renamed the Austin-Healey 100. The "100" name comes from Donald Healey, who selected the name from the car's ability to reach 100 mph (160 km/h), as opposed to the later Austin-Healey 3000, which is named for its 3000 cc engine. The two-seat sports car was built from 1953 until 1956.

Production Austin-Healey 100s were finished at Austin's Longbridge plant alongside the A90 and based on fully trimmed and painted body/chassis units produced by Jensen in West Bromwich - an arrangement the two companies previously had explored with the Austin A40 Sports.

The Austin-Healey 100 was the first of three models later called the Big Healeys to distinguish them from the much smaller Austin-Healey Sprite. The Big Healeys are often referred to by their three-character model designators rather than by their model names, as the model names do not particularly convey the mechanical differences or similarities very well.

## BN1

The first 100s (series "BN1") were equipped with the same 90 bhp (67 kW) engines and manual transmission as the stock A90, but the transmission was modified to be a three-speed unit with overdrive on second and top. The 2660 cc in-line 4 engine featured an undersquare 87.3 mm (3.4 in) bore and 111.1 mm (4.4 in) stroke. Girling 11 in (279.4 mm) drum brakes were fitted on all four corners with an independent font suspension using coil springs while at the rear is a rigid axle with semi elliptic leaf springs. The steering is by a cam and lever system.

A BN1 tested by The Motor magazine in 1953 had a top speed of 106 mph (171 km/h) and could accelerate from 0–60 mph (97 km/h) in 11.2 seconds. A fuel consumption of 22.5 miles per gallon (12.6 L/100 km; 18.7 mpg-US) was recorded. The test car cost £1063 including taxes. A total of 10,030 BN1s were built from May 1953 until replaced by the BN2 model in August 1955.

## BN2

The BN2 was fitted with a 4-speed manual transmission with overdrive on the top two gears. Other features that distinguish the BN2 from the BN1 are the slightly larger front wheel arches, different rear axle and being the first 100 with optional two-tone paint. The colour alternatives available to the 100 were: Reno Red, Spruce Green, Healey Blue, Florida Green, Old English White, Black, and approximately 50 Gunmetal Grey cars. The BN2 two-tone colours were: White/Black; Reno Red/Black; Healey Blue/White; Black/Reno Red; and Florida Green/White.

In 1955, a 100M model was developed as well, with larger carburettors, a cold air box to increase air flow to the carburettors, high-lift camshaft and 8.1:1 compression pistons. It produced 110 bhp (82 kW) at 4500 rpm. The front suspension was stiffened and the bonnet gained louvres, along with a bonnet belt. Most (approximately 70%) of the cars were finished with a two-tone paint scheme. There were 640 factory built 100Ms - all


Austin Healey 100-6 BN4

BN2 series cars. The 100M components (except for the high compression pistons) were also available as the Le Mans Engine Modification Kit which could be installed in either a BN1 or BN2 with the engine in situ, improving the power output to approximately 100 bhp (75 kW) at 4500 rpm. The Le Mans kit and its component parts could be ordered from BMC, so cars were modified by Austin dealers and private owners.

The final BN2 was built in July 1956 with a total of 4,604 BN2s produced, including the 100M.

## AHS

Built primarily with racing in mind, the aluminium-bodied "100S" (for Sebring) model developed 132 bhp (98 kW) at 4700 rpm. Only 50 production cars were made, plus an additional five works development/special test cars which were hand built by the Donald Healey Motor Company at Warwick. The cast iron cylinder head was replaced by one made from aluminium and the overdrive unit was not fitted to the gearbox. Dunlop disc brakes were fitted front and rear. To keep weight to a minimum, there were no bumpers or convertible top, a smaller grille and the windscreen was plastic. The 100S was also the first production car in the world to sport disc brakes at both the front and rear. The car was approximately 200 lb (91 kg) lighter than standard. The majority of all 100S were two-toned White with Lobelia Blue sides. However, a handful of cars where produced in other colours including Spruce Green, red and one single black 100S.

The Austin-Healey 100 was followed by the Austin-Healey 100-6 and then the Austin-Healey 3000. Despite the names, the Austin-Healey 100-6 has more in common with the subsequent Austin-Healey 3000 than with the original Austin-Healey 100, both mechanically and in appearance.


Austin Healey 3000

## 100-6

The Austin-Healey 100-6 was the second of the three Austin-Healey models later known as the Big Healeys. It was introduced in 1956 to replace the Austin-Healey 100. It featured a two inch (50.8 mm) longer wheelbase than the original Austin-Healey 100 and a six-cylinder engine replacing the slightly larger capacity four, and added two occasional seats which later became optional. The body lines were changed to a less rounded appearance, with a wider, lower radiator grille below the air scoop which was added to the bonnet, and a windscreen which was fixed and could no longer be folded down. There were two model designators, the 2+2 BN4 produced from 1956 onwards and the 2-seat BN6 produced from 1958.

The cars used a tuned version of the BMC C-Series engine previously fitted to the Austin Westminster and which at first produced 102 bhp (76 kW) increasing to 117 bhp (87 kW) in 1957 by fitting a revised manifold and cylinder head. The overdrive unit became an option rather than a standard fitting. In late 1957 production was transferred from Longbridge to the MG plant at Abingdon.

A 117 bhp (87 kW) BN6 was tested by The Motor magazine in 1959 had a top speed of 103.9 mph (167.2 km/h) and could accelerate from 0-60 mph (97 km/h) in 10.7 seconds. A fuel consumption of 20.8 miles per gallon (13.6 L/100 km; 17.3 mpg-US) was recorded. The test car cost £1,307 including taxes of £436.

## 3000

The Austin-Healey 3000 was introduced in 1959, replacing the Austin-Healey 100-6. Despite the name change, the changes were relatively minor compared to those between the original 100 and the 100-6. The wheelbase and body remained unchanged, and there remained two models, a 2+2 and a two-seater.

The Austin-Healey 3000 was built from 1959 to 1967 and is the best known of the "big" Healey models. The car's bodywork was made by Jensen Motors, and the vehicles were assembled at the BMC Abingdon works. The 3000 won its class in many European rallies in its heyday, and is still used in competition by enthusiasts today.

The original Austin Healey 3000 has a 2912 cc in-line six, with twin SU carburettors and Girling front disc brakes. It was only referred to as the Mark I after the Mark II was released, previously only being known as the 3000. Wire wheels, overdrive gearbox, a laminated windscreen, a


Austin Healey 100s in the foreground at BCD

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heater, an adjustable steering column, a detachable hard top and two-tone paint were all available as options.

The original 3000 was built from March 1959 to March 1961 and has model designation BT7 Mark I (4-seat version) and BN7 Mark I (2-seater). A total of 13,650 were made (2,825 BN7 Mark I, and 10,825 BT7 Mark I).

A BT7 3000 with hardtop and overdrive tested by The Motor magazine in 1960 had a top speed of 115 mph (185 km/h) and could accelerate from 0–60 mph (97 km/h) in 11.7 seconds. A fuel consumption of 21.6 miles per gallon (13.1 L/100 km; 18.0 mpg-US) was recorded. The test car cost £1326 including taxes.

Introduced in March 1961, the 3000 Mark II came with three SU HS4 carburettors and an improved camshaft, designated the BT7 Mark II (4-seat version) and BN7 Mark II (2-seat version). However, upon the introduction of the BJ7 (2+2 seats) model in January 1962, the number of carburettors was reduced to two, (SU type HS6) because of the problems experienced with balancing three carburettors. As a result of the introduction of the BJ7, the BN7 Mark II was discontinued in March 1962, and the BT7 Mark II followed in June 1962. Externally, the main changes introduced with the BJ7 were a vertical barred front grille, wind-up windows rather than side curtains, an improved hood, and a wrap-around windscreen. Optional extras were similar to the Mark I, although the option of a factory hardtop was not available from the BJ7's introduction. From August 1961 a brake servo was also available as an optional extra, which greatly improved braking performance. The BJ7 was discontinued in October 1963 with the introduction of the 3000 Mark III.

A 3000 Mark II BT7 with hardtop and overdrive tested by the British magazine The Motor in 1961 had a top speed of 112.9 mph (181.7 km/h) and could accelerate from 0–60 mph (97 km/h) in 10.9 seconds. A fuel consumption of 23.5 miles per gallon (12.0 L/100 km; 19.6 mpg-US) was recorded. The test car cost £1362 including taxes. A total of 11,564 were made: 355 BN7 Mark II, 5,096 BT7 Mark II, and 6,113 BJ7.[2]

The 3000 Mark III was launched in October 1963, and remained in production until the end of 1967 when production of Austin-Healeys ceased. Classified as the BJ8, the new model was the most powerful and luxurious of the big Healeys, with a walnut-veneer dash, wind-up windows, and a 150 hp (112 kW) engine. Improvements to the engine included a new camshaft and valve springs, and twin SU 2" HD8 carburettors, together with a new design of exhaust system. Servo-assisted brakes were now fitted as standard. Only 2+2 seat versions were made. Option extras were similar to those offered for the Mark II, the main change being that the standard interior trim was now Ambla vinyl, with leather seats being added to the list of options. A total of 17,712 were made.

Austin Healey 3000's have a long competition history, and raced at most major racing circuits around the world, including Sebring (USA), Le Mans (France), and Mount Panorama Circuit, Bathurst (Australia). The BMC competitions department successfully rallied the 3000 from its introduction, but the development of the works cars effectively ended in 1965, mainly because of the success of the Mini Cooper 'S'. **BCD**

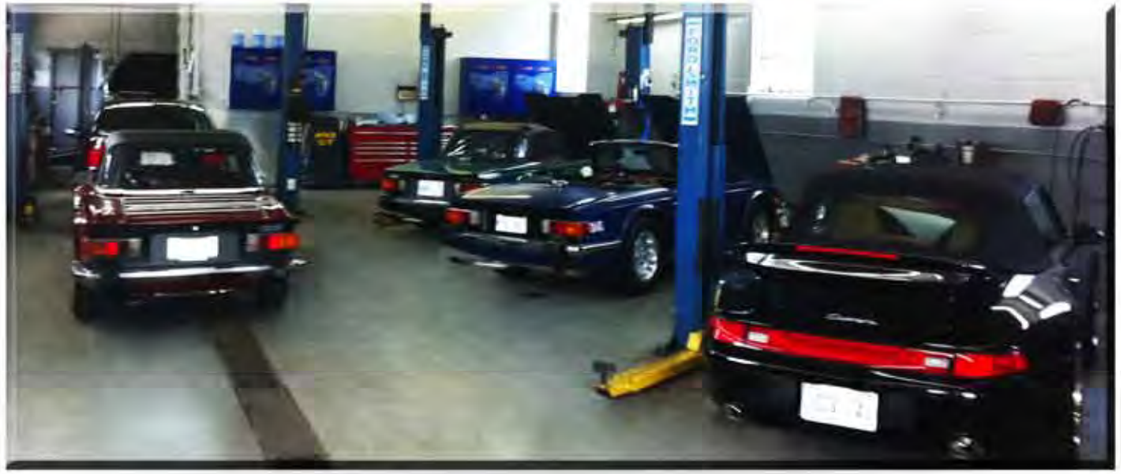


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Featured Model

# MG-TF HISTORY

BY SANDY BATES – MGCCT, T-SERIES COORDINATOR



2013 marks the 60th Anniversary of the MG TF, the final iteration of the beloved 'T' car from Abingdon. Here is a brief look at the last of the line.

Since the end of the Second World War, MG had been producing a series of cars based on examples derived in the 1930s. The TC was a simple continuation of pre-war efforts, and the TD was a small step forward in design and engineering from its forbearers, but the automotive world was moving on and MG just seemed to be spinning their wheels.

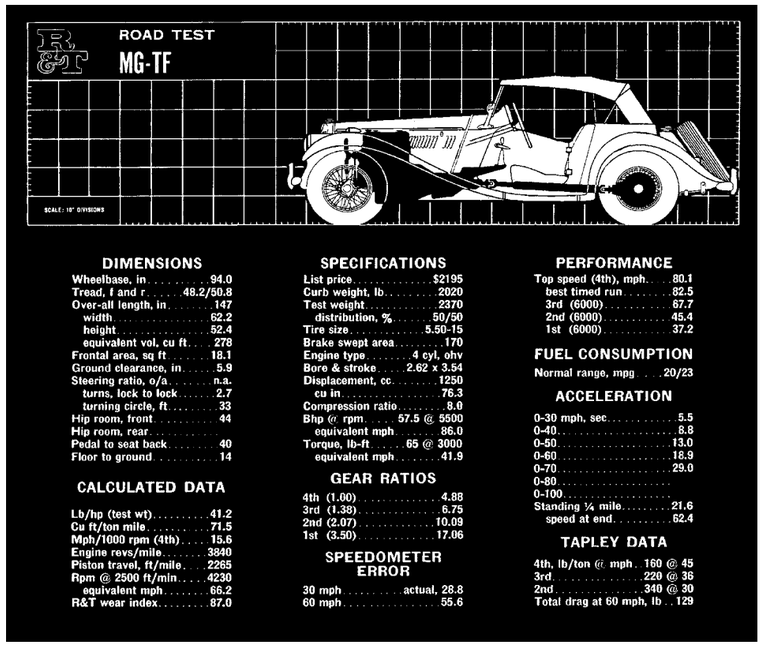
In 1951 MG entered a sleek new form at LeMans, EX 172, which gave the faithful a glimpse of the future, but this car was not yet ready for production. (Cursory examination of EX 172 shows what would become the MGA of 1955 but the race car was still based on the TD underpinnings.) Something needed to be offered to the public in the meantime, so a reworking of the TD was called upon to fill the gap until the new series of cars would begin.

In October of 1953 the MG TF was presented at the London Motor Show as the latest from Abingdon. Critics and enthusiasts alike panned the car for the stop gap it was. Collectable Automobile magazine described the TF thusly: "It wasn't that the TF was a bad car. It was actually a good car, well-built and thoughtfully equipped by the standards of the thirties-but not the fifties." Road and Track magazine also noted that although the new TF had improvements in performance over the TD, the advancements



were not enough for the car buffs. While Jaguar was mid production of the remarkable XK120 and Triumph was introducing the all new and modern TR2, MG had to fall back on reworking the TD.

The TF model began with the same underpinnings as the TD, with slight modifications. The real change was to the appearance. The TF headlamps were removed from their previous location and mounted into the seductively sweeping curves of the front fenders and the radiator housing was tilted back to give the car a more rakish stance. Inside the cockpit, the driver was treated to a completely overhauled set-up. The instrument cluster was set between driver and passenger on the dash (which also made it easier to change production from right to left handed models) and Octagons ruled everywhere. At the rear, the fuel tank was set at a slightly higher angle, changing the aft perspective




of the TF. Original power was provided by the venerable 1250 XPAG unit, and in July of 1954 the unit was upgraded to a 1466cc ('1500') power plant.

In the roughly one and a half years of production, Abingdon managed to roll out 9600 MG TFs (3400 examples being of the TF1500). All of this came to an end in 1955, when after 25 years of recreating the same car, MG wowed the world with the all new MGA.

But what of the TF? At the time it was introduced the TF was seen as just something to do until the MGA came along, but today, due to it's limited production, smooth handling (compared to predecessors) and seductive looks (for a T-series car) the MG TF has become one of the most sought after of the 'square-rigger' MGs. TFs are a comfortable cruise around car that is unique enough to draw interest



and appreciation wherever they are driven. Simplicity and robustness has meant that the last of the T-series cars has earned and maintained its place in the hearts of MG lovers and car enthusiasts worldwide. Sixty years on the TF has become more popular than when it was introduced, just ask any owner. **BCD**

*(Information was compiled from: MG Sports Cars by John Heilig; Essential MG by Graham Robson; and Dream Machines MG by Ian Penberthy. The chart on page BCD 22 is reprinted from a 1961 issue of Road & Track magazine, which was itself a reprint from a 1954 issue.)*

## Join a club

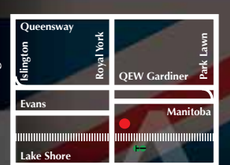
Active since 1955 the MG Car Club of Toronto is one of the oldest MG Clubs in North America and supports all models of the MG marque.

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


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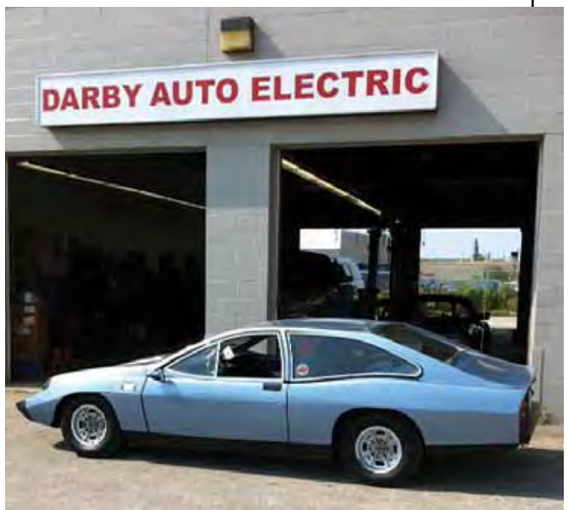

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# MG Leaps into the Future

SUBMITTED BY
THE MG CAR CLUB OF TORONTO










2013 marks the 60th Anniversary of the MG ZA Magnette, launched at the 1953 London Motor Show along with the TF. The Magnette looked to the future with a radical departure for MG with its first car with unibody construction resulting in a car that is arguably the first sports sedan. In contrast the TF was the traditional body on frame construction that was common at the time, especially in low production cars.

Following the YB saloon as the MG sedan offering, the Magnette was a startling change from the YB which had only been introduced in 1951 but with dated design. The first ZA's were sold as 1954 models.

Reaction: There was positive reaction to the new car. Road and Track was quite impressed. They first acknowledged that most Americans would think of MG as a manufacturer of sports cars and may have some difficulty thinking of them as a manufacturer of sedans. They then went on to say that the new Magnette reveals "enough distinctive elegance to set it apart from its contemporaries… Close inspection shows an interior of surprising opulence. There is grained woodwork on the dash, leather-covered foam rubber seats of great comfort… well-placed, legible instruments and considerable head-room for a tall person."

Tom McCahill, writing in Mechanix Illustrated, said "despite its ample four doors it has a fast and highly road able air about it, even when parked at the curb.", "the new MG Magnette sedan has a full 1 ½-litre engine that enables it to complete with the new TF in almost every performance department and actually to match the older MG-TD." He also points out that its performance is at least as good as the Mercedes 180. " Every part of an MG, from its upholstery to its gear box and chrome finish, has always been the best in its field. With the new closed Magnette this quality seems better than ever, if that is possible." "If you are in the market for an uncommon-looking car with sports car road feel and safety, plus lush custom appointments, you might go a long way before you would find a better buy"



Designer: It is difficult to talk about the Magnette without talking about its designer, Gerald Palmer, who died in June of 1999 at the age of 88 and was the creator of the ZA Magnette. The Magnette was only one of many accomplishments he had at BMC as he had a hand in working on the V-4 engine that never made it to production and launched the MGA twin cam engine. He was disappointed that neither was allowed to be fully developed.

How did Gerald Palmer come to work at MG? In the 1930's he was commissioned to build a unique sports car which was named the Deroy for Joan Richmond. Driving the Deroy to Abingdon he impressed Cecil Kimber enough to be offered a job in charge of M.G. work at the Morris drawing office in Cowley, where the Y-Type was under development. In 1942, responding to an offer of more responsibility and design freedom he took on the job of chief designer with the Jowett Car Co. in Bradford, where he was responsible for the Javelin which came out in 1946. The innovative features of the Javelin received so much notice that he was offered the job of designer for the new range of MG, Riley and Wolseley saloons in 1949. He was impressed by the work of Italian designers of the time and it is fun to look for their influence. The Wolseley 4/44 and the ZA Magnette were developed together with the MG model intended to be the sportier of the two. The Magnette was intended to have the MG 1¼ engine, but with the BMC merger happening in the middle of the development Palmer was asked to use the BMC B-Series engine and so it became the first BMC car to use this engine. After the Magnette Palmer went on to designing a new Riley alongside a six-cylinder Wolseley, the 6/90, whose kinship with the Magnette is obvious.

### Wolseley 6/90

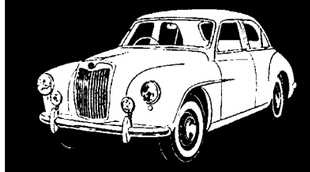
After the ZA: In 1956 the engine was updated, a full-width parcel shelf under the dash and a dished steering wheel were added and the car was and renamed the ZB. Externally there is a difference in the chrome strip over the front wheels. The engine was upgraded with the compression ration increased from 7.15:1 to 8.3:1 raising the horsepower rating from 60 bph to 68 bph The Varitone model was also introduce and is distinguished by a larger rear window. Many but not all had two tone paint. MG also offered an optional Manumatic transmission, a clutchless transmission that still required the driver to change gears. This was not a popular or successful experiment and depended on a servo unit with a tank located in the front right fender which was prone to rusting. Eventually, for just a bit more than it cost to order the Manumatic transmission, MG offered to replace it with the manual transmission of the other cars. The total production ZA's was 12,754 and ZB's was 23,846.

There are rumours of a six cylinder version, but the concept was not fully developed. Although when we look at the Wolsley 6/90 one thinks the idea had some legs. After 1958 the ZB was replaced by the mark 3 and 4 iterations which were examples of badge engineering applied to the Austin Cambridge/ Morris Oxford Farina saloons. Few examples of these remain with the mark 3 being the rarest of Magnettes.

There a number of Magnette enthusiasts world wide and most of them have found the website http://www.magnette.britishcars.de/ which is hosted in Germany. This site has a wealth of information on the Magnette including a registry where the webmaster is trying determine the location or fate of all of the Magnette production. The road tests I quoted earlier can also be found here also. **BCD**



## ROAD & TRACK ROAD TEST
### No. F-19-54
### MG Magnette Sedan



#### SPECIFICATIONS

| | |
|---|---|
| List price | $2595 |
| Wheelbase | 102 in. |
| Tread | 51 in. |
| Tire size | 5.50-16 |
| Curb weight | 2490 lbs |
| Test weight | 2770 lbs |
| Engine | 4 cyl. ohv |
| Bore & stroke | 2.875 x 3.50 |
| Displacement | 1489 cc |
| Horsepower | 60 at 4600 |
| Gear ratios (overall) | |
| 4th | 4.88 |
| 3rd | 6.70 |
| 2nd | 10.8 |
| 1st | 17.7 |

#### PERFORMANCE

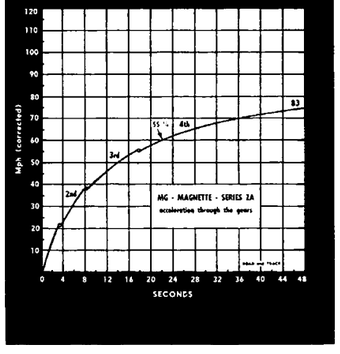
| | |
|---|---|
| Top speed (avg.) | 83.0 |
| best run | 84.0 |
| 3rd (5700 rpm) | 63 |
| 2nd (5700 rpm) | 40 |
| 1st (5700 rpm) | 24 |
| Mileage | 23/27 mpg |
| Speedo error | 3.3 % fast |

#### ACCELERATION

| | |
|---|---|
| 0-30 mph | 5.7 secs |
| 0-40 mph | 8.5 secs |
| 0-50 mph | 13.9 secs |
| 0-60 mph | 22.0 secs |
| 0-70 mph | 36.2 secs |
| Standing ¼ mile | 22.2 secs |

#### TAPLEY READINGS

| | |
|---|---|
| 1st — 400 lbs/ton | at 18 mph |
| 2nd — 340 lbs/ton | at 21 mph |
| 3rd — 240 lbs/ton | at 25 mph |
| 4th — 180 lbs/ton | at 32 mph |
| Total drag at 60 mph | 134 lbs |



# the DeLorean DMC-12

*Marty Edwards of the Ontario DeLorean Owners Club provides a historic look back at the DMC-12 and the events surrounding the collapse of the DeLorean Motor Company 30 years ago.*

As other featured British models at this year's British Car Day celebrate anniversaries of their introduction, another not quite so well-known marque celebrates the 30th anniversary of the company's demise. The slogan was "Live the Dream" but on October 19, 1982, that dream came to an end as John Zachary DeLorean was arrested for conspiring to traffic cocaine. The state-of-the-art factory at Dunmurray in Northern Ireland, at one time the most advanced automobile plant anywhere in the world, began the process of shutting its doors. Consolidated International (now Big Lots) facilitated the receivership process and, supervised by what was left of management, the remaining workers assembled the last of the DMC-12s – the 1983 model year.

DeLorean's dream translated to one of the more unusual cars seen at British Car Day. The American, British, French and Italian joint venture produced a car that undeniably seduces with its brushed stainless steel skin and, possibly the most striking feature – gullwing doors.

However, the DMC-12 is an example of a dream turned nightmare: Its story involves financial deception and mismanagement, British government embarrassment, broken employment dreams, FBI entrapment and the downfall of John DeLorean himself.

The dream began while DeLorean still worked for General Motors, then a Senior Vice President in charge of the Chevrolet division. Responsible for such cars as the Pontiac GTO, Pontiac Firebird, Pontiac Grand Prix and Chevrolet Nova, he ultimately became frustrated and found himself at odds with GM's contemporary business model. For one thing, he didn't believe in model changes coinciding with the changing of calendar years. Rumoured to be on his way to become GM's next president, and with dozens of patents under his belt, DeLorean did something uncanny. In April of 1973 he left his $650,000/year salary job to pursue his dream of starting his own car company and envisioning an "ethical sports car" that would be fuel efficient, fun to drive and would be updated on a continual basis.



The DeLorean DMC-12 undeniably seduces with its brushed stainless steel skin and, possibly the most striking feature – gullwing doors.

Under contract, DeLorean wasn't allowed to work for another car company when he left GM. However, when word spread that he was starting his own, GM pulled his benefits and generous severance package. To raise funds, DeLorean then enlisted the help of personal friends and celebrities, including Johnny Carson and Sammy Davis Jr. Further funding came from Allstate, where he'd just finished work as a consultant. After plans fell through to build his factory on Puerto Rico's abandoned Ramey Air Force base, the Industrial Development Authority in the Republic of Ireland suggested that DeLorean consider building the car plant in Northern Ireland. The British government, eager to create jobs in the Belfast area, offered incentives – about £80-100 million – to seal the deal.



One of the few painted DMC-12s.

Renault was charged with the design and construction of the factory in Dunmurry, a suburb of Belfast. The four buildings that comprised the factory were completed in a very ambitious timeframe of 24 months.

Colin Chapman's team of engineers at Lotus were tasked with most of the car's technical design work. They borrowed heavily from their own Elan and Esprit, which gave the DMC-12 an epoxy-coated Y-backbone chassis with 4-wheel disc brakes and 4-wheel independent suspension (coil springs and telescopic shock absorbers). Front suspension used an upper wishbone and lower control arm with anti-roll bar, while the rear was multi-link with trailing arms. Brushed stainless steel panels sat over a fibreglass body, designed by Giorgetto Giugiaro of the Ital Design studio in Turin, Italy. At the time, Giugiaro was one of the most prominent automobile designers and had already received accolades for his DeTomaso Mangusta, Maserati Bora, Alfa Romeo Giulia Sprint GT, Volkswagen Scirocco, and Lotus Esprit.

While beautiful, the 304 grade stainless steel panels caused challenges during collision repair as body filler could not be applied and hidden by paint. Highly skilled metalworkers would have to rework each panel to the original shape, contour and grain. Instead, simply replacing a damaged panel with a new one proved to be a quicker and more cost effective solution. Aside from the front left fender, of which no NOS exist, hundreds of the other stainless panels are readily available.

No cars left the factory painted, but dealerships took it upon themselves to paint a number of cars, usually at the request of the buyer. As the DMC-12 design progressed, engine options considered included a 109-hp NSU Wankel rotary and a 119-hp Ford V6. The first prototype was fitted with a mid-mounted 102-hp 4 cylinder from Citroen. But despite weighing only 2,200 lbs, the car was decidedly underpowered. The production car eventually rose to 2,710 lbs, and the chosen powerplant was the PRV V6.

Commonly found in the Volvo 260, the all-aluminum 2.85 litre was designed and used by Peugeot, Renault and Volvo. But the switch from mid- to rear-engine meant changes to the car's design. To help counteract the 38/62 rear weight bias, front wheels were 14 inches versus 15 inches at the rear. Brakes followed suit with 9.5 inch discs up front and larger 10.5 inch discs on the rears.

Similar to Ferraris and Porsches of the day, the V6 employed Bosch K-Jetronic mechanical fuel injection, achieving 130







The rear-mounted all-aluminium 2.85 litre PRV V6 was jointly developed by Peugeot, Renault and Volvo.

hp and 162 lb-ft torque. This was a far cry from the 200 hp that DeLorean originally envisioned, but was chosen for reliability and fuel economy over power. Unfortunately the required U.S. emissions controls and a restrictive muffler choked the already weak engine, helping to give it its reputation for being slow.

Official documents state a 0-60 mph time of 8.8 seconds. Considering the V-8 powered Corvette required 7.2 seconds to reach the same speed, this was respectable. However, Car & Driver and Road & Track magazines achieved 9.5 and 10.5 seconds, respectfully. The trade-off was fuel economy. The EPA rated the DMC-12 at 19-21 mpg, double that of the Ferrari 308 and on par with Chevrolet's 3.8L Camaro. (Today many DeLorean owners claim actual highway mileage in the 26 to 28 mpg range).

Arguably the most recognizable feature of the DeLorean is the gullwing doors. Mercedes had used very thin, lightweight aluminum gullwing doors in its 300SL, compromising structural strength for functionality. The Bricklin SV-1's gullwing doors utilized a hydraulic pump to operate the doors, however it was very slow and fragile and only one door could be operated at a time.

To make the DMC-12's gullwing doors work smoothly, DeLorean sought help from Grumman Aerospace who developed a cryogenically stressed torsion bar. As the bar untwists it begins to raise the door – with its energy expended, a standard door strut takes over and lifts the door the rest of the way. Those unfamiliar with the car are sometimes surprised to learn doors only require 12 inches of clearance to open – far less than a conventional, side-hinged door.

Transmission options were both Renault – a 5-speed manual derived from the Alpine A310, or a 3-speed automatic. Interior choices were either black or grey leather. Dealer options included side stripes, luggage and ski racks, wool floor mats, a car cover and sheepskin seat covers.

Production cars began rolling out of the plant in April 1981 and the first shipments arrived in the U.S. in June. With quality control issues such as doors not closing properly and alternators which couldn't supply enough power to operate everything, it's no surprise the media wasn't kind. Stainless steel door guides were immediately fabricated and later changed to plastic. Two Quality Assurance centres opened to address these problems but as the car hit U.S. shores double digit inflation, a drop in the Sterling/US dollar exchange rate making the cars 30% more expensive than the Corvette, its nearest U.S. competitor, regular attacks on the factory by the IRA, and the change in government in the UK from Labour to Conservative, was causing DeLorean a never-ending set of problems.

As financial headaches continued the company began finding ways to cut costs. One of the most obvious measures taken was the hood. Being rear engined, the DMC-12's fuel tank sits in the front Y of the chassis. Early cars had a fuel flap, along with two aesthetic grooves down either side of the hood. During the stamping process, the stainless steel was cracking, leading to many unusable hoods. To ensure more hoods made it onto cars, the fuel door was eliminated. Eventually the grooved lines were also eliminated, leaving a perfectly flat hood to which a small DeLorean emblem was affixed on the driver's front corner. The latter hood became not- so- affectionately- known as the "bean-counter's hood." As only 25-30% of the cars have a fuel flap, this makes them rare and desirable.



A group of DMC-12s at British Car Day. The gull-wing doors only require 12 inches of clearance to open.

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The V6 employed Bosch K-Jetronic mechanical fuel injection, achieving 130 hp and 162 lb-ft torque.



Another rarity is the Canadian specification DeLoreans. When Consolidated took over operations, approximately 100 DMC-12s originally built for the Canadian market were wholesaled to dealerships and individuals as 1983 models. There is evidence to support all were manual, with grey interiors and metric gauges. The Ontario DeLorean Owners Club (ODOC) has started researching these cars, hoping to provide more information to owners and future owners as more of these cars surface.

Rarer still are the handful of Legend Industries cars. From the beginning DeLorean knew the DMC-12 was underpowered and consequently awarded Legend Industries a contract to develop a turbo system for the 2.8L. It was to be offered at a later date as an option. During the development and testing process, twin turbos were exchanged for single turbos and vice versa with exciting results. However, the Legend project was cancelled when the DeLorean Motor Company went bankrupt. Approximately half a dozen desirable Legend turbo cars are known to exist.

Today there are myriad choices available to owners if more power is the goal. Free-flowing dual exhausts, performance camshafts, higher compression pistons, turbos and even a supercharger are available.

John DeLorean's October 1982 arrest sent his troubled company into a tailspin. The insurance on his inventory of unsold cars was unmanageable, and Margaret Thatcher and her newly elected Conservative Party were unwilling to offer further financial aid. While DeLorean was ultimately found not guilty due to entrapment by FBI agents, the DeLorean Motor Company was lost. He spent the remainder of his life in Bedminster, New Jersey and passed away on March 19, 2005 due to complications from a stroke at the age of 80. **BCD**

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# STANDARD EIGHT/TEN



Standard 10 Saloon also owned by David Freeman from High Point North Carolina.

PHOTO: MICHAEL CLELAND/2012 TORONTO INTERNATIONAL AUTO SHOW

By Terence McKillen




Standard 10 van owned by David Freeman from High Point North Carolina.

PHOTO FROM 2012 BCD

Introduced at London's Earls Court Motor Show in September 1953, the little Standard Eight is celebrating its 60th anniversary this year. In comparison to other small British cars of the 1950s, the Standard Eight and its slightly more powerful sibling, the Standard Ten, were overshadowed by rival models from the Morris, Austin and Ford marques. Nevertheless, they were worthy and efficient vehicles, whose design responded well to the market place they sought to serve.

The Eight and Ten's predecessor, the Triumph Mayflower, launched in the autumn of 1949, had a razor-edged styling but resulted in a near complete failure, having missed the mark by the proverbial mile to capture not only the imagination of the UK home market but customers in the United States and Canadian failed to be seduced with its hyped charm as a "British luxury car in miniature".

By late 1950 the Standard-Triumph board, under managing director, Sir John Black, were considering a very different sort of vehicle to replace the Mayflower. Britain was moving steadily towards recovery from the immediate post-war recession and although exports were still a major priority, the new car was designed to respond to a pent up demand in the home market for efficient basic transport, which the Nuffield Organisation had earlier paved the way with the introduction of the Morris Minor. The Minor was unpretentious, functional, yet pleasant to drive and efficient in its use of fuel and raw material inputs. Its immediate success could not be ignored, and its design principles set the benchmark for the British small car industry of the 1950s.

The seriousness with which Standard-Triumph's approached the Standard Eight development is evident from the reported £6 million development and tooling budget, compared with just over £1 million for the predecessor Mayflower. The original intention to use existing components where feasible, mainly for cost and time benefit rather any principle of engineering, resulted in the first prototypes being built on the Mayflower platform, but with a new three speed constant mesh gearbox. In early 1952, a reduced capacity version of the Mayflower's 1247cc side valve engine was still being considered for the new car.




As the design evolved, it became more of a clean-sheet exercise, however the requirement to continue use of the Mayflower engine tooling still remained mandatory. By the standards of the time the new car's specification was progressive, rather than conventional. An all-new 803cc four cylinder OHV engine was mated to a new four speed gearbox with synchromesh on the top three ratios.

The unitary body was produced by Fisher and Ludlow at the Tile Hill plant in Coventry. To alleviate concerns about crash reparability of unitary bodies, it featured detachable, bolt-on front and rear wings, but otherwise was designed to stressed-skin principles to keep down costs and weight. An unusual feature was a front sub-frame, supporting the engine, transmission, and front suspension. The front bumper mountings were incorporated into the subframe, rather than the bodyshell itself.

Sir John Black demanded that the car had to be sold profitably at a lower price than the Morris and Austin rivals. Consequently, the body specification was pared down, with horizontally sliding windows in the front and rear doors, as the initial Austin/Morris Mini would adopt six years later. An opening boot lid was also omitted as part of the cost cutting. The interior was equally basic, with tubular hammock-type seats covered in Tygan fabric. The doors had deep bins and an open dashboard sported a single instrument located in front of the driver.

The engineering underpinning the car was far more impressive than the rudimentary equipment levels might suggest. Front suspension was by double wishbones, with coil springs and telescopic hydraulic shock absorbers, while, at the rear the live axle was suspended on a pair of longitudinal four-leaf springs. Steering was by a Burman worm and nut system. Brakes were fully hydraulic, with seven inch drums on all wheels.

The SC engine was developed to production readiness in a very short period of time, and went on to have a long production life, in which it increased in size and power output far beyond its original designers' expectations. Widespread rumour at the time suggested that the engine may have been copied from the Austin A series engine. The Standard engines were water-cooled overhead-valve four cylinders, with iron blocks and cylinder heads, and three bearing crankshafts.

The stipulation that the Mayflower cylinder boring tooling was to be used played to Standard-Triumph's advantage. Sufficient extra space between the bores was available to allow the larger 948cc capacity to be designed from the outset, with the Standard Ten going on sale in March 1954, only six months after the 803cc Eight.

The performance figures for the SC family suggest that they were tuned for driveability and low fuel consumption, rather than performance. The success of the Standard Ten in rallying and circuit racing demonstrated the potential of the engines, and a number of third-party tuners began to work on improvements. A twin carburettor conversion kit was offered by the factory as an accessory from the mid '50s, but was never offered as a production line option.

In September 1953, the Standard Eight went on sale, at an after-tax price of £481, undercutting the smaller Austin A30 by £23, and the four door Minor by a full £80. To achieve this cost advantage, equipment levels were at an absolute minimum, with even the passenger side wiper and sunvisor listed as optional extras, as were hubcaps. None of this deterred the customers, and sales looked set to exceed the ambitious 50,000 target. Press reports praised the car's spaciousness, good handling, and light controls and, most of all, the new OHV engine's fuel efficiency, with over 45mpg easily achievable.




The 948 cc Ten appeared in March 1954, with another 7bhp, and a rather heavily styled chrome radiator in place of the Eight's unadorned front opening. The new package addressed the equipment deficit, with the introduction of better upholstered seats, wind-up windows on all four doors and the passenger wipers and sunvisors and even hubcaps added to the inventory of standard equipment. In May 1954 an Eight De-Luxe was offered, combining the Ten's trim and equipment with the smaller 803cc engine.

In October 1954 an estate car variant, the Standard Ten Good Companion was introduced. It offered something none of its competitors did – four passenger doors. Like the van and pick-up which appeared around the same time, the Companion bodies were delivered from Fisher and Ludlow part-completed, and fitted with their rear bodywork by Mulliner of Birmingham.

The evolution of the Eight and Ten through the production period parallels a growing consumer confidence with rising expectations for enhanced trim and engine options, a need recognised early on by Ford. In 1953, for the great mass of the British people, private transport was simply out of reach, or at best, was likely to be a decaying pre-war relic, or a motorcycle combination. A new, efficient, small car, even a plainly-styled, slow, and poorly equipped one, was the stuff of dreams. Standard-Triumph's ability to improve and add variety, with minimal capital outlay, endured into the British Leyland years, in marked contrast to the BMC companies, whose product lines often stagnated for years on end.

Early 1956 – Deluxe versions replaced by "Super Eight" and "Super Ten", the latter featuring an opening bootlid. Late 1956 – 'Standrive' semi-automatic transmission became available as an optional extra. This was a Newton and Bennett 'Newtondrive' system also offered briefly by Ford on their 100E range.



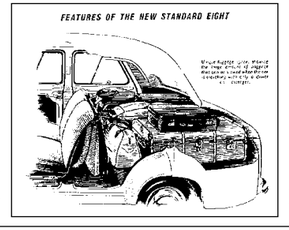

Early 1957 – 'Phase 2' versions go into production with a new front grille, improved seat trim and carpeting, and an opening bootlid for all but the cheapest Eight. Taking advantage of improved fuel quality, the SC engines were upgraded to "Gold Star" versions, with their gold painted rocker covers signalling a higher compression ratio, giving more power and improved fuel efficiency. Remarkably, a Laycock overdrive was offered as an option on both the Eight and Ten as a £63 option. This operated on second, third and top gears, and raised gearing in top to 17.5mph per 1000rpm for the 803cc cars, and 20mph per 1000rpm for the 948cc Ten. At a modest cost, this addressed the matter of the small Standards' low gearing although in this they were no worse than their competitors.

When they arrived in the autumn of 1953, the small Standards had three domestic rivals, all forward-looking in their design, and each with their strengths, weaknesses and individual idiosyncrasies. These included the Moris Minor Series 2, the Austin A 35 and the Ford 100E, or better known as the Anglia and Prefect. At the time, Rootes and Vauxhall had nothing to offer and foreign products sold in such small numbers that they were effectively irrelevant.

Production of the SC saloons ended in November 1959 to make way for the new Triumph Herald. The Companion and the van and pick-up continued in production, now fitted with the Pennant's front wings and hooded headlights. The Companion bowed out in 1961 with the arrival of the Herald 1200 estate. The light commercial SC derivatives continued in small-scale production until 1964, later versions being fitted with the Herald's 1147cc engine. Standard's Indian factory built the Pennant until 1961,

From 1957 to 1960, the Ten Companion and later, the Pennant ware sold in the USA as the Triumph TR10, in an attempt to capitalise on the popularity of the TR2 and TR3 sports cars.

Production figures for the passenger versions from 1953-1959 totalled approximately 370,000, exceeding the 50,000 car per year target set at the start of development. Slightly less than 50% were Standard Eights. About 18,000 Triumph Tens were exported to the USA. **BCD**












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# TRIUMPH 2000

By Terence McKillen




Alongside the development of Triumph's mid-sized saloon cars, the Michelotti designed Triumph 2000, also known as Project 'Barb', was announced in 1963 as a replacement for the Standard Vanguard Six.

The 2000 had a 17 year production run from 1963 to 1977, in two versions, the Mark 1 (1963-1969) and the Mark 11 (1969-1977). Larger-engined models, known as the Triumph 2.5 PI and Triumph 2500 were also produced.

The car used the six-cylinder engine which had first seen use in the Standard Vanguard at the end of 1960 but with the compression ratio increased from 8:1 to 8.5:1. The addition of twin Stromberg 150 CD carburettors made for a claimed power output increased to 90 bhp (67 kW) from the Vanguard's 80 bhp (60 kW).

Standard transmission on the original car was a 4-speed manual gearbox with optional overdrive and Borg-Warner Type 35 3-speed automatic transmission. The monocoque body had independent suspension all-round using coil springs. The servo-assisted brakes were disc at the front and drums at the rear.

The Triumph 2000 competed with the contemporary Rover 2000 model (P6), which initially was offered only with a four-cylinder engine. The Rover was also released in October 1963, just one week before the Triumph. Together the cars defined a new market sector in the UK, promising levels of comfort and luxury hitherto associated with larger Rover and Jaguar models, but with usefully lower running costs and purchase prices, all in a modern package.

From 1965 an estate model became available. In 1968 the 2.5 PI (petrol injection) Mk I was launched, fitted with a

*Continued on page BCD 40*

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# ROVER 2000 (P6)



PHOTO: WIKIPEDIA

BY TERENCE MCKILLEN

The Rover 2000 or P6 series was first introduced by the Rover Car Company at the Earls Court (London) Motor Show in 1963 and continued in production in various derivations until 1977. The car was variously named the Rover 2000, Rover 2200, and Rover 3500 depending on the engine chosen.

The P6 was the last of the "P"-designated Rover designs to reach production. The Rover 2000 was a 'clean sheet' design with no descent from a previous model. It was intended to appeal to a larger number of buyers than earlier Rover models such as the P4 and P5.

The Rover 2000 was recognized as being quite advanced for its time with a de Dion tube suspension at the rear, four-wheel disc brakes and a fully synchromesh transmission. The unitary body design featured non-stressed panels bolted to a unit frame. The Rover 2000 won industry awards for safety and won the European Car of the Year award in 1964, the very first winner of the title.

The car featured all-round seat belts and consideration was given to "safety" features including a prism of glass on the top of the front side lights which allowed the driver to see the front corner of the car

*Continued on page BCD 40*

*Continued from page BCD 37*



PHOTO: WIKIPEDIA

Lucas Automotive mechanical fuel injection system. Performance was very good, but the PI models (along with comparably equipped TR6 models) gained a reputation for unreliability and poor fuel economy. In Australia these models suffered badly because of the summer heat. The electric fuel pump commonly overheated causing fuel to vaporise and render the engine inoperable until the pump cooled down. The overheating of the pump was caused by a combination of very high pressure fuel loads (over 110 psi) and a pump that was adapted from what was originally a windscreen wiper motor. As such, it did not cope well with sustained pressures in moderate to high ambient temperatures.

In October 1969, the Mk II range (Project 'Innsbruck') was launched, again styled by Michelotti, updating the car for the 1970s. The front of the car now followed the lines of the previously designed but delayed, Triumph Stag. There were entry-level 2000 models, which were the most plentiful, but the remainder of the range consisted of 2500, 2500 TC and 2500 PI models. Apart from the PI (petrol injection) models, all Triumph 2000 and 2500s had twin Stromberg or SU carburettors, the "TC" prefix on some models can seem misleading in this respect as it stood for a higher equipment level. In June 1975 the 2500S model, with 14 inch (356 mm) wheels and anti-roll bar was added: it replaced the 2.5PI which had quietly disappeared from the show rooms two months earlier. This marked the end of fuel injected engines for the car, but improved acceleration was claimed for the twin carburettor 2500S and its slightly less expensive 2500TC sibling. These new versions featured an extensive list of other, mostly minor, improvements, of which the most significant were probably those affecting the ride and handling: these resulted from suspension changes and the associated fitting of an "anti-sway" bar.

The Estate in the Mk II version was 5 inches (125 mm) shorter than the Mk II saloon, because the rear bodywork of the car was carried over unchanged from the Mk I version.

The Mk II, the last big Triumph car, ceased production in 1977, supplanted by BL's new executive car, the Rover SD1. However, engines derived from the Triumph 2000 would power the six-cylinder 2300 and 2600 versions of the new Rover. **BCD**

*Continued from page BCD 39*

in low light conditions. The front suspension was designed to allow as much width in the engine compartment as possible so that Rover's gas turbine engine could be fitted. In the event, the turbine engine was never used for the production car but the engine compartment width helped accommodate a later V8 engine option.

The boot or luggage compartment was limited in terms of usable space, because of the "base unit" construction, complex rear suspension and, in Series II models, the battery location. Lack of luggage space led to innovative options for spare tyre provision including external boot lid mountings and optional Denovo run-flat technology.

The car's primary competitor on the domestic UK market was the Triumph 2000, also released in October 1963, just one week after the Rover. In continental Europe the Rover 2000 contended in the same sector as the Citroën DS which also came with a four-cylinder engine – a deficiency which Rover resolved four years later with the ex-Buick V8. The Rover 2000 interior was never as spacious as those of its Triumph and Citroën rivals, especially in the rear passenger compartment.

The initial 2.0 L (1978 cc) engine was specifically developed for the car. Original power output was stated to be 104 bhp (78 kW). At the time the engine was unusual in having an overhead camshaft layout. The cylinder head had a perfectly flat surface, and the combustion chambers were cast into the piston crowns. Rover later developed a derivative of the engine by fitting twin SU carburetors and a re-designed top end and marketed the revised specification vehicles as the 2000TC.

The 2000TC was launched in March 1966 for export markets in North America and continental Europe. Limited availability of the redesigned induction manifold needed for the twin-carburetor engine was given as one reason for restricting the 2000TC to overseas sales. Another was the UK's blanket 70 mph speed limit that Rover initially considered would make the extra speed superfluous on the domestic market. However, the 2000 TC became available in the UK in late 1966 with a power output of 124 bhp (92 kW). The standard specification engines continued in production in vehicles designated as 2000SC models. These featured the original single SU.

Rover saw Buick's compact 3.5L V8 (215-cid unit) as a way to differentiate the P6 from the Triumph 2000. They purchased the rights to the innovative aluminium engine and improvements were made by Rover's own engineers prior to production. The Rover 3500 was introduced in April 1968, one year after Rover became part of the British Leyland organization and continued to be offered until 1977. As the aluminium V8 engine weighed roughly the same as the four-cylinder unit in the original Rover 2000, the 3500 developed a maximum speed of 114 mph (183 km/h) as well as a 10.5 second acceleration time from 0 - 60 mph (97 km/h), numbers considered impressive and significantly better than most of the cars with which it competed in the UK market. The Rover V8 engine went on to outlive its original host by more than three decades.

It was necessary to modify the underbonnet space in order to squeeze the V8 engine into the P6 engine bay: the front suspension cross-member had to be relocated forward, while a more visible change was an extra air intake beneath the front bumper to accommodate the larger radiator. There was no longer space under the bonnet for the car's battery, which was relocated to the boot. Nevertheless, the overall length and width of the body were unchanged. A 3-speed Borg Warner 35 automatic was the only transmission option until the addition of a four-speed manual 3500S model in 1971, fitted with a modified version of the gearbox used in the 2000/2200.

The Series II (or Mark II) involved a number of revisions to all Rover P6 variants and was launched in 1970. It included new exterior fixtures such as a plastic front air intake (to replace the alloy version), new bonnet pressings and new rear lights. The interior of the 3500, and 2000TC versions was updated with new instrumentation with circular gauges and rotary switches. The old-style instrumentation with a linear speedometer and toggle switches continued on the 2000SC versions. The battery was moved to the boot for all Series II versions.

The 2200SC and 2200TC were announced in October 1973 as replacements for the 2000 and 2000TC and continued in production until the early part of 1977. They used a 2.2 L version of Rover 2000's engine with the bore increased from 85.7 mm to 90.5 mm. The stroke was unchanged at 85.7 mm. Gear boxes on the manual transmission cars were strengthened to cope with claimed power increases to 98 bhp (73 kW) and 115 bhp (86 kW) for the SC (single carburettor) and TC (twin carburettor) versions respectively, along with the improved torque.

Rover made an attempt to break into the North American market with the P6, beginning with the Rover 2000TC which was equipped to a higher standard than the UK cars. Notable differences outside the car were wrap around bumpers, three air scoops on the top of the bonnet, front and rear wing reflectors and an "icelert" sensor on the front grill. Inside, depending on the market destination, the Federal 3500S was also equipped with electric windows, power steering and air conditioning. Despite being badged as "3500S" cars, the export models were all fitted with the Borg Warner 35 automatic transmission. In the event, the cars were not particularly popular with American buyers but did sell reasonably well in Europe. Rover discontinued the P6 in North America in 1971 as the modifications necessary to meet new U.S. federal safety and pollution requirements were considered to be prohibitively expensive.

The final years of the Rover P6 coincided with production problems at British Leyland. This was highlighted in August 1975 when 'Drive', the magazine of the British Automobile Association awarded a trophy to a Rover 3500 as the worst new car in England. **BCD**



Featured Model

# The Dolomite Sprint

By Terence McKillen



The Triumph Dolomite was produced between October 1972 and August 1980 (79,010 made + 22,941 Dolomite Sprints) as the final addition to the Project 'Ajax' line. Designed as the successor for the upmarket variants of the front-wheel drive 1300 and 1500 designs, and also for the 6-cylinder Triumph Vitesse, the Triumph Dolomite was presented at the London Motor Show in October 1971.

The name "Dolomite" had been used by Triumph for a range of models prior to the Second World War and this name was revived for the new car. The car used the longer bodyshell of the front wheel drive Triumph 1500, but with the majority of the running gear carried over from the rear-wheel drive Triumph Toledo.

The Dolomite was aimed at the then-new compact performance-luxury sector, vying for sales against cars such as the BMW 2002 and Ford Cortina GXL, and was offered with a high level of standard equipment. Although the Dolomite proved to be refined and rapid, competitors such as the BMW had a performance advantage which was costing Triumph dearly, both in terms of sales and prestige. To remedy this, Triumph unveiled the Dolomite Sprint in June 1973, the model now celebrating its 40th anniversary.

A team of engineers led by Spen King used the new Triumph slant-four engine, a version of the same engine being provided to Saab for the 99 model in 1709 cc format and which was also being used in the TR7 and developed a 16-valve cylinder head with all of the valves being actuated using a single camshaft rather than the more normal DOHC arrangement. The capacity was also increased to 1,998 cc and combined with bigger carburettors the output was upped to 127 bhp (95 kW).

As a result of this new engine, the Dolomite Sprint has a claim to be the world's first truly mass-produced multi-valve car, and the design of the cylinder head won a British Design Council award in 1974. Performance was excellent, with 0–60 mph taking around 8.4 seconds, with a maximum speed of 119 mph (192 km/h). Trim was similar to that offered in the Dolomite 1850, with the addition of standard alloy wheels (another first for a British production car), a vinyl roof, front spoiler, twin exhausts and lowered suspension.

Due to the increase in power of the new engine, the rest of the driveline was upgraded to be able to withstand the extra torque. The gearbox and differential were replaced by a version of those fitted to the TR and 2000 series cars. The brakes were upgraded, with new pad materials at the front, and the fitment of larger drums and a load sensing valve at the rear. Other changes over the standard Dolomite included the option of a limited slip differential. The optional overdrive and automatic transmission from the 1850 model were also offered as option on the Sprint. Initial models were only offered in Mimosa yellow although additional colours were available from 1974.At launch the Sprint was priced at £1,740, which compared extremely well to similar cars from other manufacturers. Prospective buyers would have been hard pressed to justify an extra £1000 for a BMW 2002 Tii which offered similar performance.

Although the Dolomite proved to be refined and rapid, it didn't quite match its competition which in addition to the BMW 2002 also included the Alfa Romeo 2000 GTV, the FIAT 124 Coupe 1800 and the Sunbeam Rapier H120 1725cc Fastback coupé although the latter could not compare to the Sprint on performance. However, the four-door practicality of the Sprint also made it a very attractive proposition for the young executive choosing his first company car.

As with many other British Leyland cars of the period, a number of "Special Tuning" options were available for the Dolomite Sprint, offering dealer fitted upgrades to the car that included larger carburettors, freer flowing exhaust systems, and competition camshafts. These upgrades were designed by the factory race team and offered in order to homologate the tuning parts for competition purposes. The Sprint provided a successful platform for competitive racing and rallying. **BCD**


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Summer 2013



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**2013 SCHEDULE**

| Issue | Deadline | Mailed |
|---|---|---|
| Spring | April 1 | End of April |
| Summer/BCD | July 30 | Mid September |
| Fall | October 11 | November |
| Winter | December 6 | January 2014 |

**General Enquiries**
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# Where Has The Summer Gone?



I cannot believe how quickly the summer has gone by. As I write this the Canadian National Exhibition is in full swing. Somehow, the arrival of the CNE has always signified the end of summer to me and the arrival of Fall.

Unfortunately, I have not had the opportunity to enjoy driving my TR6 much this year. It has been one of those years where work schedules and weather have conspired against me. I am sad to say that the only event I have been able to attend with my TR6 was Brits on the Lake in Port Perry.

Hopefully, you have fared much better than I this year and were able to attend many of the wonderful events and monthly meetings while driving your Triumph.

Fortunately, I have been making some great progress on my 1960 TR3A restoration. I can see the light at the end of the tunnel. I will update my progress in the next issue of the Ragtop.

The hard top will be going back on the TR6 in the next couple of weeks and I hope that I will be able to find the time to take some nice long Fall drives. See you on the open road.

*Cheers*
*— David "Tush" Tushingham*
President, Toronto Triumph Club



# Club Meetings & Event Reports



**July 2**

## Brits in the Park - Kawartha Lakes

The Victoria British Car Club organised its annual Brits-in-the-Park in Lindsay on Sunday, July 21, 2013. The event which attracted 204 British car entries was held in Victoria Park in downtown Lindsay (Kawartha Lakes) with about 20 Triumph cars entered by Toronto Triumph Club members. This year, the classic British cars were on their own as the "Classics on Kent" North American classic show was held a week earlier, rather than on the same day. This arrangement led to a more relaxed atmosphere with less crowding in the downtown area.

The following awards went to TTC members:

**Robin and Ria Searle - First-in-Class - Stag, Sunbeam, Morgan**
**David Grant - Second-in-Class - Stag, Sunbeam, Morgan**
**Don and Judy Johnson – First in Class - Spitfire, GT6**
**Dave and Maggie Sims - First in Class - TR250, TR6, TR7, TR8**
**Paul and Tish Boyd - Second-in-Class - TR250, TR6, TR7, TR8**
**Merle Cole - First-in-Class - TR3, TR3A, TR4, TR4A**

Congratulations to all participants!

**July 17**

## Club Meeting



**Malcolm & Dorothy Macdonald at the Keating Channel Pub**

The July club meeting was held at a new venue in east downtown Toronto at the Keating Channel Bar and Grill, located on Villiers Street (at the intersection with Cherry Street).

About 20 members were present for the essentially social evening with 10-12 Triumph's (the management promises to set aside a special parking area for our cars next time). An area set aside on the patio was abandoned due to the extreme temperature and humidity that day, everyone adjourned inside where the AC was cranked up!

This venue is quite central and easily accessible to everyone whether coming from the east, west or north of Toronto (you'll be driving against traffic, no matter what direction you come from). Complimentary pub fare was provided as usual. Judging by the comments from those who attended, we will probably use this venue again.

**August 11**

## Brits on the Lake, Port Perry, Classic Motoring Revival



The 5th annual Classic Motoring Revival at Port Perry attracted over 250 British classic and modern cars in 21 classes. The "Revival" organizers described it as "a magical step back in time, a unique chance to revel in the glamour and allure of classic British motoring set in the romantic time capsule offered by the historic Port Perry streetscape."

"The Revival relives the glory days of sporting British cars and motorcycles and it is most likely the biggest street party of its kind in Ontario. It offers car owners, enthusiasts, visitors and shopkeepers the opportunity to leave the 'modern world' behind and enjoy the magic of the historic streetscape infused with the rolling beauty of classic British engineering and design."

A good number of TTC members participated again this year, although we didn't win the Nigel Shiftwright Award for most cars from a club, let's try harder next year! There was beautiful weather. No rain for the first time! TTC members receiving awards included:

**Class TR1 - Spitfire and GT6:**
**Don Johnson (Spitfire), 1st place.**
**Class TR2 - TR2, TR3, TR4, TR4A, TR5, TR250:**
**Dave & Maggie Sims (TR250), 2nd place,**
**Frank & Pauline DeCarlo, (TR3A), 3rd Place**
**Class TR6 - TR6:**
**Paul Boyd (1976 TR6), 1st Place,**
**Ken Hiebert (1972 TR6), 3rd Place**
**Class TR7 - TR7, TR8, Stag:**
**Robin Searle (Stag), 1st Place,**
**David Grant (Stag), 2nd Place**
**Class J4 - Jaguar XKR, XKS, XF, etc. :**
**Tony Fox (Jaguar XK8), 1st Place**



**August 20**

## Club Meeting

The August club meeting was held at Jake's Boathouse on First Gulf Boulevard in Brampton on Tuesday, August 20th. There was a good turnout of over 30 members for this social event. A fair number of TR6s and a few Spitfires were observed in the parking lot. David Fidler reviewed the plans for British Car Day and reminded members that volunteers are still needed, particularly for the Sunday. Please contact Ron Etty, Volunteer Coordinator. He also conducted an "around the tables" story telling session and a few members provided interesting and humorous anecdotes about their driving season and restorations etc. A tasty selection of complimentary pub fare was served and everyone had a good time.

*Due to space limitations in this special BCD issue, a full report on this year's Canadian Classic will appear in the Fall edition of Ragtop - Ed*





# Events Calendar

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

## OCTOBER 2013

**VTR Nationals & Triumphfest**

*October 2-6, 2013*

The Triumph Travelers Sports Car Club is hosting a combined Triumphest and Vintage Triumph Register National Convention. This event will be based out of the Embassy Suites Hotel in San Rafael, CA. Plenty of fun-filled activities will include traditional Triumphest events and the VTR events, and include a Time-Distance-Speed Rallye, and a Concours D'Elegance at the exclusive San Francisco Yacht Club. An autocross, Funkhana, and Le Mans Start will be held at the Sonoma Raceway (formerly Sears Point). Added bonus: Napa/Sonoma Wine country, Marin coastal beaches, and San Francisco are all a short drive from hotel.

www.triumphtravelers.org




**Rockton All British Auto Swap Meet**

*Sunday October 20th, 2013*

British Auto Swap Meet. Rockton Fairgrounds, 812 Old Hwy #8, Rockton, Ontario. Admission is $5.00. Gates open at 7:00 AM for Vendors. Gates open at 9:00 AM for Spectators.

For more information, please contact Don at 905 541 1975 begin_of_the_skype_highlighting 905 541 1975 FREE end_of_the_skype_highlighting or via email sixinarow@live.com

## NOVEMBER 2013

**Club Meeting - Annual General Meeting, Venue TBD**

*Tuesday, November 19th*

## Welcome New Members!

| Name | Location |
|---|---|
| Steve Fletcher | Ancaster |
| David Sutton | Oakville |

New Members from July 15, 2013 to September 3, 2013

## Membership Renewal Reminder

*(Thank you if you have renewed since press time)*

| Name | Member # | Date | Name | Member # | Date |
|---|---|---|---|---|---|
| Herb Arnds | 2685 | 09/18/13 | Len Kowalchuk | 5171 | 09/16/13 |
| Bob Berger | 1809 | 10/10/13 | Andre Langlois | 3226 | 09/28/13 |
| Malcolm Bull | 2680 | 09/19/13 | Ian Marlatt | 2678 | 09/19/13 |
| Guy & Janice Caswell Campagnaro | 2285 | 09/19/13 | Scott and Leslie Millson-Taylor | 2852 | 09/19/13 |
| Bill Clark | 2714 | 09/19/13 | Dennis & Gloria Munn | 1224 | 09/19/13 |
| Derek & Heather Costello | 2407 | 11/01/13 | David Pallett | 3235 | 10/17/13 |
| Margaret and Doug Dalgetty | 1075 | 10/01/13 | Chuck and Gail Phillips | 2209 | 09/19/13 |
| Scott Douglas | 2939 | 10/30/13 | Bruce & Caroline Pinch | 3233 | 10/26/13 |
| Ross E. Duncan | 2410 | 11/01/13 | Arlene and David Roeder | 2038 | 10/01/13 |
| Ronald & Heather Figueroa | 1187 | 11/01/13 | Steven Spilchen | 5000 | 10/22/13 |
| Brian Gooder | 4980 | 10/22/13 | Geoff Van Der Lee | 2484 | 09/16/13 |
| Wayne and Doreen Graham | 2857 | 09/21/13 | Alistair & Corinne Wallace | 2860 | 09/26/13 |
| Carl & Beverley Heinlein | 2929 | 09/20/13 | Peter and Denise Warren | 2711 | 09/19/13 |
| Lenore and Gary Hogan | 1658 | 10/01/13 | Bryan Watkinson | 2827 | 09/19/13 |
| Cameron Joyce | 5191 | 10/13/13 | Paul Watkinson | 2921 | 09/19/13 |

***Please go to www.TorontoTriumph.com and renew today!*** **Valid as of September 3rd 2013**

# Getting to know our members

## GARTH SADDLER



**Name/Owner:** Garth Saddler
**Born:** Manchester, England
**Occupation:** I.T. Professional
**Children:** Tracey (8) and Melissa (14)
**Significant other:** Carla (wife)
**Favorite Place:** Negril, Jamaica
**Favorite Food:** Jamaican and Chinese
**Hobbies:** Cars and Travel
**Other Vehicles owned:** 1996 BMW 330i and 2010 Mazda 3



**Background:** Born in England, I emmigrated to Jamaica at a very early age. My parents had owned a Ford Cortina and a Fiat 132 of which I have fond memories of sitting behind the wheel and moving the car up and down the driveway. Later, growing up as a teenager, I was exposed to a few other cars owned by friends of the family, a Ford Escort XR3i, BMW 2002 tii and a neighbor that owned a GT6 MkIII. I would question them about their cars and drive along with them whenever I had a chance. That was really when my love for cars started.

In 1994, I migrated to Canada. I never ended my quest to learn more about cars, and more specifically about the Triumph marque. I started reading and researching on my own. I made a couple of hasty purchases, buying a 1974 TR6 and a 1980 Spitfire. I later found out that both these cars had major issues that were beyond my skills. These cars were quickly sold. I then decided to join the Toronto Triumph club and I learned a bit more from our members and owners of these cars. About three years ago, I found and purchased a 1968 GT6 MK1 on the club's website.

I have been working away doing cosmetic repairs and getting the car back to stock condition. A few weeks ago, I did one of my biggest projects to date. With the assistance of Terence McKillen, Colin Pillar and Sean Doherty, we did a clutch and gearbox replacement on the car. I now feel as though I have overcome some of my earlier fears about doing some of the work on the car myself. Driving the car has never felt this good. The FUN continues... **RAGTOP**

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# Full House for Spring Fling

by David Fidler

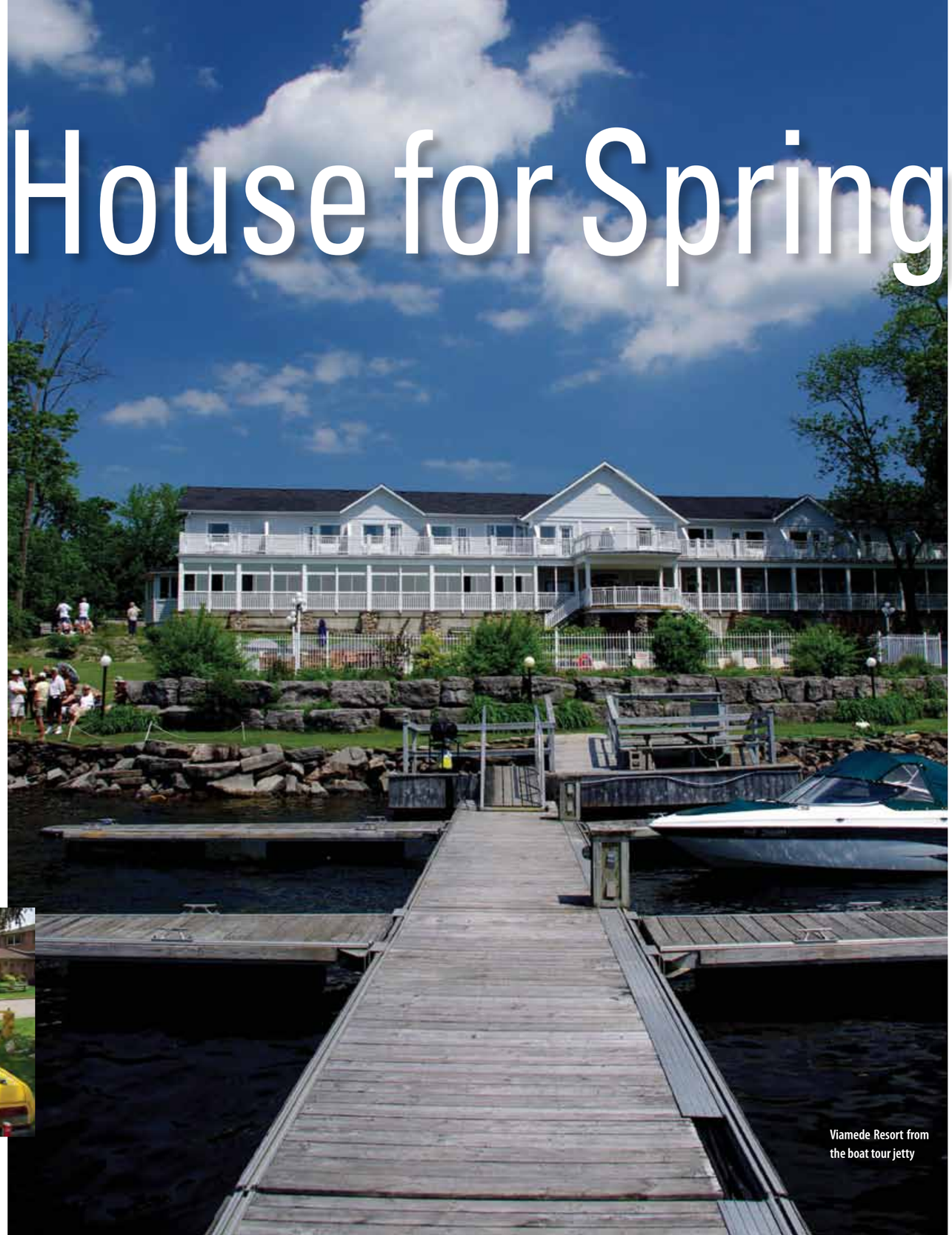
It broke all records for this event. 136 people and 71 cars attended Spring Fling, in the beautiful Peterborough/Kawartha Lakes region. Our hosts this year were Alex & Sharon McLeod and their hard work and attention to detail was rightly rewarded with an overwhelming response. So much so that only three weeks after the invitation was sent in early February, all 120 places were sold out!

Spots on a standby list were much coveted and eventually, with a last minute increase of the available seats for the Awards Dinner at the Kawartha Golf Club (the reason for the original 120 restriction) Alex & Sharon were able to accept an additional 16 people on standby. Your author probably helped this happen, because Gloria and I were unable to stay for the dinner, due to an early start for me on a business trip the following day.

Several caravans were organized to Peterborough on Thursday 30th May, one commencing at the home of Liz & Sylvain



A convoy prepares to leave from the Demers' house



Viamede Resort from the boat tour jetty




Nice welcome at the hotel



Alex and Sharon McLeod (seated) busy with registration



The Fidlers and Rosie arriving at the host hotel



Some of the TTC early arrivals enjoying refreshments

Demers in Newmarket. Unfortunately, I couldn't join a group drive as Gloria had to work, so we made our way to the Quality Inn in Peterborough late in the afternoon. Traffic on the 401 was horrendous and didn't really clear until after Oshawa, but Rosie behaved herself and didn't overheat, despite the 30C temperature. All three of us were pleased to finally arrive at the host hotel, just in time to meet some of the earlier arrivals in the dining room and put some Guinness into the cooler – which some wag decided to hide from me while I was registering – probably an MG guy.

Thursday night, many went out for dinner in town, but Gloria and I had eaten driving up, so we chilled at the hotel and joined in with some parking lot parties when people returned later. Tish & Paul Boyd were gener-



Alex "Andy Capp" McLeod briefing for the drive to brunch

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Many people took advantage of the boat tours



Wayne & Debbie McGill in the 'Conga Line' for brunch



Let's not forget our MG cousins who were out in force for the auto test at Trent University



Larry Lewellyn's 'Miss Penny Lane' poses by the Peterborough Lift Lock



Gord Linkletter and his Stag 'struts his stuff' through the auto test circuit *(MacPherson struts I believe - Ed)*



Your author gets a ride around the course with John Morton in his Honda S2000



Name that fish! Angler's paradise at the Lift Lock

ous hosts outside their room, where we sat, joked and ate chips until midnight (or maybe later!). Most of the jokes were about Paul's "wooden knob", but I'd best leave the details of that out of this article. Ask Paul about it next time you see him :)

Friday morning came early and I got to the car wash area a little later than I had planned, but Rosie only needed a cat lick and she was soon looking good for our drive to brunch at the Viamede Resort. After a briefing from our intrepid leader, Alex "Andy Capp" McLeod, we launched in packets of eight cars at three minute intervals, following a packet leader with our group colour on his aerial. Ours was yellow and Clive Huizinga was the leader. We were also next to last to leave, so we had a long wait in line for brunch at Viamede, but it was worth it for the view of the lake and the fun we had chatting in line. Once the kitchen staff caught up with the rush, the breakfast was good and afterwards many 'Flingers' went on the optional boat trips

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Clive & Jacquelynne Huizinga's Bridlington Terrier puppy 'Cassie' was a star at the show





Top up after a brief shower, Rosie poses on Hunter St. for the Car Show - she won 'Best Paint - Triumph'



Dave Lambert and his assistant at the Auto Glym booth

on the lake. We decided to walk around the grounds and take photos, the setting was superb and the weather glorious.

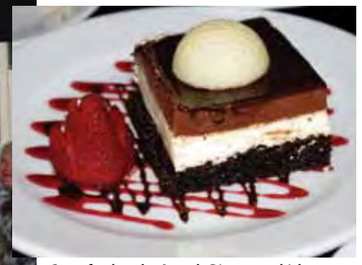
The afternoon activities were centred around an auto Gymkhana in the grounds of Trent University, with the option of staying at Viamede for the boat rides or going to Riverview Park & Zoo. We decided to go to the auto test, but just to watch, Rosie wouldn't have appreciated the dust and stones on the course and I didn't trust all that strain on her wire wheels and 44 year old chassis. Many did and I admire the competitive nature and reckless abandon shown by those who participated. Some drove the course several times, trying to improve their time and it was difficult to tell the colour of some cars through the dust. Eventually, John Morton took pity on me and invited me for a spin around in his S2000... unfortunately, the timekeeper forgot to reset the clock, so what was undoubtedly the fastest time of the day, didn't get recorded!



A packed house at the Kawathra Golf & Country Club Awards Dinner



MGB owner Bill Sellars drove the auto test with a cone stuck under his front wheel arch – so he was presented it as a a souvenir!



Great food at the Awards Dinner – which your author missed due to a business trip the following day

Friday dinner was 'on your own', so a group of us went to a nearby Greek/Italian restaurant. It was an interesting place with HUGE portions and a very 'potent' Caesar Salad, which they served with every course. We had a lot of fun and afterwards returned to the hotel for a 'parking lot tour' and a night cap or two. I was amazed at the array of different vehicles that came to Spring Fling, some not Triumphs or MGs. There was a Daimler SP250, a couple of Jaguar XK8s, a Porsche, a Mercedes SLK (Tush's dads, which he drove around the Gymkhana!) and the aforementioned Honda S2000.

The main event, as always, was the Participant's Choice Car Show on Saturday morning. Alex, who works for the City of Peterborough, obviously used his influence to good effect as he had the whole of Hunter Street, the main drag in downtown Peterborough, closed off for the show! There was a great band playing an appropriate and varied selection of British pop songs, the local businesses had provided discounts and specials on food and merchandise. One even brought in a portable wood burning pizza oven, which they set up on the street outside their cafe. It was an amazing sight to see the street filled with LBCs; some local British car owners were invited to bring their cars to display too and the general public had a fantastic time wandering the street and seeing the Best of British on show. Dave Lambert from Auto Glym and his assistant had a busy day demonstrating their range of car care products on Alex McLeod's TR3A. Alex said to me afterwards "I think I can now take the 'Best Paint' award next year", needling me a bit for winning that particular award later in the day!

We only had a brief shower of rain early in the day, despite a poor forecast, so we were truly blessed by the weather gods and it turned out to be sunny and warm by the afternoon, when an optional country drive was planned. This was led by a local TR4 owner David Swales, who kindly planned and drove the route with approximately 30 cars in tow. We tagged on the end to leave Hunter Street, but our route was to take us home and we were followed by Peter Butler in his newly restored (and award winning) TR250. Peter peeled off the 401 at Whitby to head to his home, just before the heavens opened and Rosie's 'Best Paint' was given a thorough wash most of the way home. I'm pleased to say, she handled it well and the top didn't leak!

What follows is a list of award winners, provided to me by David Tushingham. As I wasn't there, I have relied on third party reports that the evening was thoroughly enjoyable and the venue top notch. I expected nothing less from Alex & Sharon, who are to be congratulated on an amazing job and who handled the issues created by the unforeseen popularity of this year's event, with courtesy and aplomb. Well done!

**RAGTOP**

## Spring Fling Awards

### Triumph

Best Paint,David Fidler, 1969 TR6
Best Engine Compartment,Frank DeCarlo 1959 TR3A
Best Interior, Paul Boyd 1976 TR6
Best Preparation, Dave Sims 1968 TR250
Diamond in the Rough, Geoff Anderson 1961 TR3A
Goldfinger Award, Gord Linkletter 1973 STAG
DOT 3 Destruction Award, Steve Kennedy 1978 Spitfire
Sterling Moss Award, Vic Whitmore, Time of 76.121 1976 Spitfire
Best in Show, Peter Butler, 1968 TR250

### MG

Best Paint, Ken Bickerton, 1972 MGB
Best Engine Compartment, Stuart MacFarlane, 1978 MGB
Best Interior, Bill Sellers, 1969 MGB
Best Preparation, Brian Tidmarsh, 1968 MGC
Diamond in the Rough, Michael Draga, 1953 MGTD
Goldfinger Award, Jon Rosenthall, 1971 MGB MKII
DOT 3 Destruction Award, Bert Berry, 1977 MGB
Sterling Moss Award, Peter Mittler, Time of 74.250, MGF
Best in Show, Greg Moors, 1972 MGBGT


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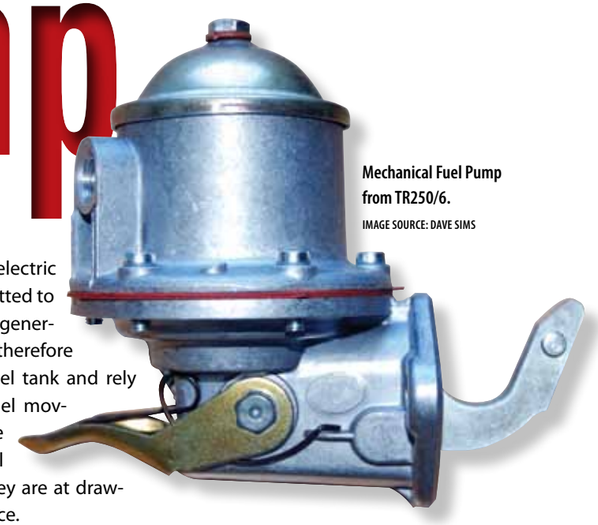
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# TR6 Fuel Pump

BY TERENCE MCKILLEN



**Mechanical Fuel Pump from TR250/6.**
IMAGE SOURCE: DAVE SIMS

The mechanical fuel pumps fitted to our Triumph roadsters can last for many years and tens of thousands of miles without problems. They rarely fail but they can cease working properly due to problems with the rubber diaphragm which may harden or perish with age or with dirt clogging the inlet or outlet valves.

I never paid much attention to the fuel pump in my TR6 until recently when the motor died as I was reversing out of my driveway. Thank goodness I hadn't travelled any further away. The car wouldn't restart and I diagnosed the problem to be fuel starvation as both carburettor bowls were empty. A quick check confirmed, however, that there was a steady stream of gasoline passing through the in-line fuel filter.

The mechanical fuel pump is a deceptively simple device. It consists of a rubber diaphragm that is sandwiched between two halves of the pump housing and actuated by a spring-loaded arm driven by the rotation of the camshaft.

Mechanical fuel pumps are often called 'puller' pumps and they have a strong suction ability which is needed to pull gasoline from the tank to the engine. The distance from the pump to the carburettor is relatively short, so puller pumps don't have to work particularly hard to keep pressure up in the fuel line from the output end.

On the other hand, electric pumps such as those fitted to the Stag and TR8, are generally 'pushers' and are therefore placed close to the fuel tank and rely on a siphon to get fuel moving. Pusher pumps are better at pushing fuel down the line than they are at drawing it up in the first place.

The camshaft has an eccentric that is designed to operate the fuel pump's lever arm. The arm's fulcrum point is very close to the part that actuates the diaphragm so very little movement of the arm at the camshaft results in significant movement of the diaphragm. The rubber diaphragm forms the floor of a chamber in the pump which is moved up and down by the lever arm. When the lever pulls the diaphragm down it creates suction and draws fuel along the fuel pipe into the pump through the intake valve. As the revolving cam turns further so that it no longer presses on the lever, the lever is moved back by a return spring, relaxing its pull on the diaphragm.

As the diaphragm is pushed up, fuel above it is pressurized and moved through the outlet valve out of the pump and into the fuel line to the carburettors. The pressure of the fuel is typically designed to be 2-6 psi. As the lever arm allows the diaphragm to return to its rest position, the one-way valves in the pump body prevent the return of fuel from the carburettors and open a path for fuel to be drawn from the gas tank. Each 360-degree rotation of the camshaft results in one complete cycle of the diaphragm.

The carburettors admit fuel only as required through the needle valve in the float chambers. While the carburettor is full and the needle valve is closed, no fuel leaves the pump. The diaphragm stays down, and the lever idles up and down. When the carburettor accepts more fuel, the return spring pushes the diaphragm up and by taking up the slack in the loose linkage, brings it back into contact with the lever, which again pulls it down to refill the pump chamber.

Over time, the rubber of the diaphragm can harden or rip, leading to pump failure

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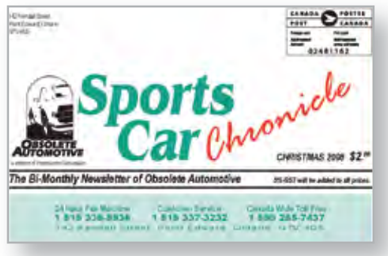
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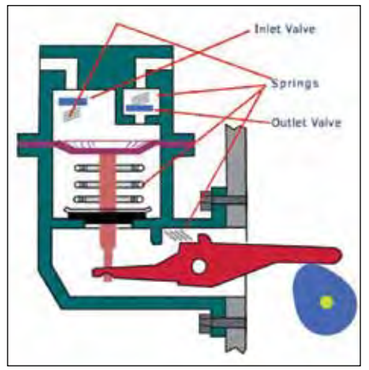
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**Schematic Cross-section of Mechanical Pump.**
Image source: www.secondchancegarage.com/public/535.cfm

but it is possible for the diaphragm to leak without rupturing. A small leak may affect the engine noticeably only at high speeds but may also allow fuel to drip through into the camshaft area and from there to the oil sump. As Phil Allen mentioned at the TTC April 2013 technical meeting at his workshop in Woodstock, if this occurs, there is a risk of an explosion.

The two one-way valves have a disc and a seating held together by a small cage. Pressure in one direction pushes the valve on to its seating, closing it; pressure the other way lifts the disc and opens the valve. Although valves may last many years dirt can get in and stop them seating properly. If you remove them for cleaning, do it one at a time and remember which way they were seated. Gaskets and loose fuel pipes may also leak, and so may the seal between the diaphragm and the two halves of the pump body.

Another occasional fault is loose mountings. As the lower part of the pump is often out of sight and hard to reach, the nuts can work loose unnoticed. In my case, one of the retaining nuts was only finger tight. A badly secured pump can cause damage to the cam lobe or the pump lever and may cause an oil leak.

TTC's TR6 Model Coordinator, Fred McEachern, advised replacing the steel inlet and outlet fuel pipes, or at least the use of new compression rings, when replacing a fuel pump as the connections invariably leak afterwards. Thankfully, this wasn't my experience.

Prior to the fuel pump failure in my Six, I had noticed a flat spot or 'missing' in the engine between 1500 and 2200 rpm for quite some time which I had put down to an electrical issue (HT wires, spark plugs, coil, rotor, etc.) but with hindsight, clearly this was an indication of incipient fuel pump failure. Dave Sims, one of my regular driving buddies was kind enough to let me have his spare fuel pump which I installed together with a new in-line fuel filter sourced from NAPA. Now, I have to decide whether to buy a new pump to have as a spare, get a rebuild kit or not bother for another 40 years. **RAGTOP**


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# Land of Bonnets & Boots

BY PETER BUTLER

I grew up in the land of bonnets and boots, where cars run on petrol and have the steering wheel on the "Right" side. My home in the Lake District has narrow roads with stone walls on either side where LBC's thrive and there are two days a year when it does not rain and you can drive with the top down.

I have always had a thing about petrol engines, either in a motorbike, car or boat and always found an excuse to dismantle them to keep running or to improve.

My first road bike, an Arial Golden Arrow, had three engine swaps in its short 6 week tenure, but it survived long enough to allow me to pass the bike test and graduate to a 1958 pre-unit Triumph T110 that I had been building since I was 15. The T110 had a hard 46 week 3 day existence but it allowed me to reach my ultimate goal of passing the car road test 3 days after my 17th birthday.

My first car, a C reg (1965) Triumph Vitesse, had the sweetest little 1600cc 6 cylinder, but my rough treatment finally broke the diff hangers; this was more than my repair skills could handle at the time. This was followed by a number of dreadful 60's and 70's British junkers with a few memorable exceptions: a 1275 Copper S, a 1955 slab side Series 1 Land Rover and a fantastic MGCGT, black with chrome wire wheels and another fine 6 cylinder. The goal was always to buy cheap, fix up and sell to buy something better and as my repair skills improved so did the resale value.

My first complete build was a Dutton kit car, a poor man's Lotus Seven. In retrospect, the kit was awful but with a 1600 Ford crossflow and 45 Webers it was frighteningly fast.



Triumph Trident 750 Cafe Racer



BMW 90S




1968 MGCGT

In 1979 I left the UK to make my fortune in the Middle East and North Africa. For the next few years I drove a string of company cars and trucks but always had a bike or boat motor in various stages of repair.

During this period, I met my Canadian wife and we moved back to Calgary in 1988. While there, I returned to the bike phase of my life, 11 classics including a 750 Trident Cafe Racer, Kawasaki 900Z1 and an original silver smoke BMW 90S.



TR250 rolling chassis



Engine and gearbox mounted



The build June 10 2012

Along came three daughters in very quick succession and away went all the toys!

Fast forward to 2011: kids are now teenagers, there's a large garage workshop at my cottage empty of cars and full of tools, and mid life is fast overtaking me. Inevitably, I get a bee in my bonnet to build an LBC and decide on a TR6.

I research all the modifications that people are making to improve performance and reliability; 6-PACK members Bob Danielson and Paul Rego become my heroes and confirm that I want to build a car that looks close to stock but is safe and reliable.

Mistake number one! I rush out and buy a '71 TR6 in boxes (but with a professionally rebuilt frame) and spend the next few weekends assessing what I have – not much! The body was in pretty bad shape so I decided to start gathering all the parts to make a rolling chassis.

Richard Good of *Goodparts* became my new best friend! I purchased uprated front spindles, half shafts, adjustable trailing arm brackets, lowered springs, Nissan R200 differential mounting kit, front and rear anti roll bars, triple inlet manifolds, oil catch tank and dual Willwood brake master cylinders.

Herman van den Akker from *HVDA* supplied a Toyota 5 speed kit and Kijiji supplied the transmission and Nissan limited slip differential.

It was now time to make a decision about the body and motor and the advice I was getting was to buy the best body I could afford rather than spend a fortune trying to rebuild a rot box.

During my hunt for parts, I had met and become friends with TTC member Austin Epema, who is building a spectacular TR250 that he acquired as a box of bits and rotten body panels. I realized that I too had to have a 250, so the search for a body to place on my now pristine frame began.

I contacted John Lille, another TTC member, who knew of a green TR250 that might be for sale and after seeing it and getting Austin's concurrence, I bought my 250; she is now affectionately called Olive.

The restoration of the car started more than 10 years ago, but due to circumstances, had changed hands a couple of times; each previous owner advanced the project, but none completed it.

The body had been rebuilt and painted in a Toronto body shop in 2002/3 and the PO was kind enough to send me 100+ photos of the process. The car was made from two vehicles and came with many duplicate parts including two engines. The matching numbers engine had been assembled with original pistons and cam; the head had been cleaned but the valves were original. The PO (previous owner) had used white grease during assembly which I'm sure would have been fine if the motor had been installed within a year or two and kept turned over. In reality, after 10+ years the motor was locked solid so I lowered it into a 50 gallon drum of diesel fuel and left it for a month.

The second engine had been rebuilt by Philip Allen of *BritCars* and was sealed and installed in the car with the original John Lille rebuilt A-Type overdrive transmission.

The original frame was in perfect condition; however, it did not have all of the updated suspension bracing and the running gear was not to the same standard as my TR6 frame.

On closer inspection, I found that the body panel fit was not great. Many of the mounting bolts were missing and the door gaps were awful. I decided it had to come off the frame and my plan was to put it on my ready- to- go six.

At this point in the project, my car building fund was fully depleted, so to raise some desperately needed cash, I decided to sell the Philip Allen motor, A-Type transmission and one of the frames. I was lucky to meet a fellow Whitby LBC owner who was starting a TR6 project and needed all the parts I was selling.

I decided that I should keep the original frame and set about installing all of the bracing at the known weak points plus adding a diff bridge brace and tube shock brace. The rebuilt running gear was transferred from the six frame with Spax shocks all-round, quick ratio steering rack, Toyota 4Runner 4-pot calipers, vented disc brakes and Morgan slave cylinders with Alfin drums on the rear.

*Discount Tire* supplied the 16"x7" Konig Rewinds and tires which easily clear the larger brakes without rubbing or spacers.

After a month of sitting in a barrel of diesel, the motor was stripped and seemed to be in surprisingly good condition. As I had limited funds to complete the car, I decided to reassemble the motor with a new gasket and seal set and see how it ran. I thought the rebuild could be a next winter's project, but to date, with close to 1000 miles, it runs great, has good oil pressure, no smoke or burning oil and only one very small oil leak from the pushrod side of the head gasket.

I installed the engine, *HDVA* 5-speed, R200 rear end and mocked up the triple carbs and SS exhaust. I had decided that I would go with the *Patton* TBI so I purchased a SS Falcon 6x2x3x1x2 manifold from *Rimmer Bros*. That allowed the $O_2$ sensor to be installed in the single pipe before it splits back into two.

With everything I could think of installed on the frame and with the help of







ECM and relay fuse panel



TR250 engine bay with TBI

my three daughters and a friend we re-acquainted the body and frame. To make sure nothing bent, I shimmed the doors closed, installed cross bracing and, using tie down straps to a spreader beam, lifted the whole thing with my engine hoist.

With the car back in one piece, I charged on with the next phase! Shimming the body and setting the door gaps seemed to take days and I'm still not happy with the passenger door. I bought two 100' rolls of Fatmat and have used nearly all of it. It really does work, as the car is very rattle free and the passenger footwell is nice and cool.

My local *Fastenal* store in Whitby has been fantastic; Charlie never complained when I ordered small quantities of UNF fasteners, even though I have replaced every nut, bolt and screw using Grade 8 for running gear and stainless steel for anything else.

As my background is Control Systems, I'm very comfortable with electrical installation. I was going to build my own harness which would combine the standard wiring and the electronics for the TBI. In the end I purchased Dan Masters' excellent wiring harness and modified it to include all of the *Patton* TBI sensors. Ground faults cause so many problems on LBCs, so I installed a #12 ground loop that runs from the main battery ground to each corner of the car and along the back of the dash; it is securely bonded to the body and frame along the way. Every component is connected to the ground loop and body. This is a little more work but I believe worth the effort. All wire connections are soldered and then shrink wrapped – again, a little more work, but no bad connections. I replaced all bulbs except the headlights with LEDs and the rear light clusters have LED circuit boards and a brake light flasher unit.

I replaced the ammeter with a matching Smiths voltmeter and also switched the gauges so the important oil and temperature are visible without removing my hand from the steering wheel.

A high torque starter motor, alloy radiator with electric fan and *Goodparts*' SS radiator shroud completed modifications to the engine compartment.

Using Rick Patton and Bob Danielson's excellent websites as a guide, I set about installing the TBI.

The mechanical advance & retard was removed from the distributor and replaced with a GM pick up, shaft and reluctor. A GM ignition module and heat sink was mounted behind the non-ballasted coil and then connected to the ECM which I mounted in the passenger footwell. The hardest item to install in my case was the Throttle Position Sensor (TPS) that mounts on a bracket on the rear carburetor shaft. As I have triple carbs, the rear is very close to the firewall and throttle arm. I had installed the Ratco cable throttle and there was not enough room for both. I modified the bracket but I spoke with Rick and he feels it will eventually fail so he sent me a new bracket which I have yet to install. The Stromberg carbs have everything removed except for the butterfly valves and the bypass circuit is blocked off with a blanking plate. I found it easier to balance the butterflies with the carb tops off as you can see the bottom edge of the valve and make sure they all start to open together. The injectors are mounted in a custom made adaptor plate that sits on the top of the carb where the piston and diaphragm would normally be. As I had numerous Stromberg carbs, I modified 3 caps so they would fit over the injector adapter plate. At first glance they look like normal carburetors.

Next to be installed is the $O_2$ sensor in the exhaust manifold, coolant sensor in the manifold coolant line and MAP sensor that connects to the common rail on the inlet manifold.

Rick recommends that you install an Idle Air Control (IAC). Its purpose is to provide air during startup, raise the idle speed during engine warm up, stabilize idle speed, prevent stalling, act as a damper during deceleration and provide additional air during hard acceleration. It is supposed to be connected to a common point on the inlet manifold that will supply equal air to all cylinders. In my case, I have only the one common manifold connection and I had already used this for the MAP sensor. The IAC and MAP cannot be at the same connection point so I decided to use the vacuum advance connector on the carb to manifold flange. This required some modification as only one of the three carbs had the hole into the carburetor and if I drilled a bigger hole it would be on the butterfly seat. I first filled the original hole with JB weld and then, with a 1/8" drill on an angle towards the engine, drilled through to the inlet track which, in theory, will allow an equal amount of air to each pair of cylinders after the butterflies.

The fuel system was next and I started by cleaning and slosh-sealing the tank from the TR6. It had two ¼' connections on the top of the tank from the 1971 emission control which were perfect for fuel return and a vent line.

The fuel flows from the normal connection on the bottom of the tank through the body into the spare wheel well to a fuel filter, from there to the electric pump, then back through the body to the pressure regulator mounted on the front driver's inner fender. The regulator is set at 14 psi

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and feeds all three injectors and excess fuel returns to the tank. I installed an inertia switch from a Ford Explorer to shut the pump off in the event of a crash or rollover.

As I had replaced the standard master cylinders and brake booster with the *Goodparts* twin cylinder system, I had also removed the brake pressure differential warning switch and used the dash warning light as my Check Engine light.

I wish I could say that I merely poured some gas in the tank, installed a battery and fired it right up. In reality, there were a number of back fires and flames from the carbs before I slowly worked through the issues. In my case, I made one stupid mistake by connecting the HT leads clockwise on the distributor, but I also had a bad ignition module and rotor that damaged the cap too. All of these sent me on some late night wild goose chases, but Rick Patton was there to help along the way. With these things replaced, it eventually started and ran really well.

I have sent two data logs to Rick Patton and, apart from the IAC, it looks like my ECM is very close. The plan now is to put a few more miles on the car and then send a detailed log for Rick to burn my first chip. If or when I do rebuild the motor and change the cam, it's just a case of down loading the ECM data and Rick can burn a new chip that is custom-programmed for my engine.

With the car now running, the final push to finish in time for the Spring Fling was on.

I had all of the interior trim, carpets, tonneau and roof but I was torn between installing later TR6, or Miata seats with head rests or the originals. I settled on the original look, but instead of the stock vinyl, I wanted them covered in black leather with white beading. I had Pierre Salois at *Cover-All* in Carlton Place do the work and I'm extremely happy with the results. I provided the painted seat frames and diaphragms and he did the rest for less than the price of a half leather seat cover kit from *Moss Motors*.

I ordered a set of SS bumpers from *Harington* – amazing quality for the price!

With only two weekends left, the car went for its safety check and passed with no issues. Finally, I was able to take it for its first real run.

You could see my big grin from 100 yards away; it was fantastic, better than I had expected. No need for a radio with the song coming from the twin pipes.

The TBI allows the motor to pull like a train from 1000 to 5000 rpm with absolutely no hesitation, flat spots or missing. The 5-speed, clutch and R200 LSD are smooth and quiet and the lowered stiffer springs and sway bars combined with the 7" wheels make it track like a go kart.

I don't have enough miles yet to tell, but fuel consumption seems reasonable and 120 km/h Hwy 401 cruising is an acceptable 3250 rpm.

I still have a few finishing touches to complete; ten years of restoration has taken its toll on the paint, so chip repair is my next focus. I have an extra set of gauges and plan on having them restored and converting the tachometer to electronic. Final adjustments to the TBI including activation of the IAC. I have kept and restored all of the original parts including the A-Type overdrive which I re-acquired, should I or the next owner want to return the car to stock.

Even my wife asked "What's next?" I think either a Stag or MGC. **RAGTOP**

## If and when I do it again, I will observe a few lessons learnt:

- Buy your wife flowers on a regular basis
- Install ground loop and solder all wire connections for reliable electrics.
- Run the engine using stock carbs and ignition before installing the TBI - fewer things to fault find.
- Install FatMat on a really cold day; it will not stick and allows correct placement and trimming, then use a heat gun to make it stick.
- Install as much as possible to the frame and body before the two are put together; it's a lot easier on your back and knuckles.
- Set the wheel alignment with the body off using sacks of water softener salt.
- Buy your wife more flowers; she is sick of hearing about your car's progress.

## Resources and Suppliers:

- American Mailbox Niagara Falls NY – Save a fortune by clearing customs yourself. Shipping is often free within the USA.
- Victoria British - best service and price of the big three in my opinion
- ebay.com and ebay.co.uk - A must for the LBC owner
- Kijiji -Toyota transmission and Nissan LSD
- Bob Danielson and Paul Rego website, the bible of TR modifications
- Buckeye Triumphs – Another great resource.
- GoodParts – Richard Good
- Patten TBI – Rick Patton
- Herman van den Akker (HVDA) – Toyota 5 speed conversion kit
- TS Imports – Toyota brake lines and parts
- Cover-All Custom Upholstery - Leather interior
- Advanced Auto Wire – Wiring harness kits
- BMC British Automobile – LED rear light clusters
- Fastenal Whitby
- DriveLine Whitby – Drive shaft manufacturing and balancing
- Winner Racing – Aluminum radiator and electric fan
- Dale Manufacturing – Harmonic balancer rebuild
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# Care & Nourishment of your Stag

By Tony Fox, Stag Model Coodinator

Stag ownership is not unlike owning any other old car; there are certain things you need to be aware of. Unlike today's cars which pretty well run themselves, cars from the late 1960s design era do require more detailed care and attention to get the best life and reliability out of them. Let's take a look at several key areas relevant to the Stag; Joy of Driving, Modifications, Maintenance, Importing and Storage.



A hardtop with heated rear glass was a popular accessory which became standard on later cars

### Joy of Driving & Practicality

The Stag is a very practical car for long distance driving even in today's traffic. It is quick enough and very comfortable for two adults and two children though it would be a bit of a pinch for two adults in the back. The front seats are adjustable for tilt; fore and aft legroom and the backrest can be adjusted for angle making for a comfortable traveling position. With the power steering, power windows and power brakes, driving is less fatiguing than in some sports cars of that era. The steering column is also adjustable for rake and reach, adding to the comfort of the driver. Having four-wheel independent suspension together with comfortable front seats, all day driving is excellent and not fatiguing.

The ragtop is very convenient to operate; a well-maintained example takes less than a minute to erect or stow. With the rear window undone a good flow of air is possible with the top erected; this is beneficial on very hot days, for instance, where the sun is just too much when stopped in traffic. This makes it an all-weather type of car. The North American models originally had the option of air conditioning, but not many remain with that option still functioning. A hardtop with heated rear glass was a popular accessory which became standard on later cars. This gives you the ability to use the car late in the year and together with the excellent heater, makes for comfortable motoring. The hardtop however is quite heavy and takes a couple of strong people to remove it... and then you have to find a suitable place to store it.

The 3-litre V-8 engine is a joy to operate, smooth and with lots of torque for its vintage. It also returns decent fuel economy of 25 to 30 mpg depending on the transmission. The 4-speed overdrive naturally gives the better economy; it also

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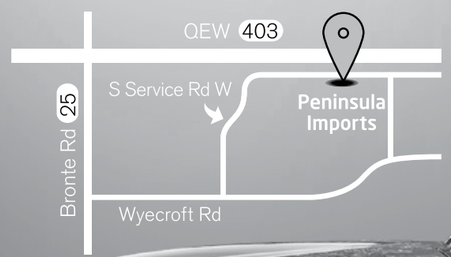



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gives an edge on performance. The Stag V-8 also has a unique and unmistakable exhaust sound which is very pleasant. Although you can't outrun modern hot hatchbacks the V-8 is well capable of keeping up with modern traffic and is unlikely to embarrass you. It has a good reputation for long cylinder bore life easily passing the 100,000-mile mark without heavy oil consumption. Similarly, crankshaft life is excellent. The 3-speed Borg Warner automatic gives reasonable performance, but is dated by its clunky shifting.

The trunk is spacious for the vintage of the car; it holds two good-sized suitcases plus some space under the floorboard around the spare wheel. There is additional storage in the 'ragtop well' which has around 10 inches of space beneath the stowed ragtop, very useful for keeping things totally out of sight and ideal for storing spare parts for travel, especially those that you don't anticipate accessing on a frequent basis. Some owners who don't need the rear seat have covered this area with a hinged lid to make yet more storage for touring.

One thing that was missing and a lot of owners add is a right side rear view mirror, a very useful addition particularly when the ragtop is erected.

The car has exceptionally pleasing instrumentation, only lacking an oil pressure gauge. A lot of owners switch the clock (which invariably doesn't work) for an oil pressure gauge. An alternative is to replace the temperature gauge with a Smith's dual temp/oil gauge, which looks appropriate too.

The early cars came with chrome wire wheels for USA delivery and later the Mk 2 had alloy wheels. The latter are more practical as they are lighter, more durable for true running and a whole lot easier to keep clean. But as always, it is the owner's preference that counts.

Of course, you will only experience the full joy of ownership if you follow these tips;

### Maintenance

This is not a burdensome item as the Stag is fairly low maintenance. There are a few key areas to note though.




The trunk is spacious for the vintage of the car

1.Engine oil, as with most other classic cars, change it frequently, approx. 3,500 miles and use 20W/50 oil (with appropriate ZDDP additive content for flat tappet engine designs) together with a fresh filter element each time (same filter as the TR7). Make sure the element has the raised metal end caps and not the cardboard gaskets; these tend to come loose during regular service. Replace the rubber quad ring which comes with the element; retighten after 100 miles or so as they tend to weep slightly.

2. Coolant, change every two years and use 50/50 green anti-freeze. A flush is also recommended at change time. Besides the radiator drain cock there are two plugs (early engines had drain cocks) on the engine block near the front, one either side which allow more complete drainage.

3. Brakes, are average for wear as are tires and wheel bearings. Silicon fluid works well with these cars and gives a nice pedal feel. It won't mark your paint if it leaks under the hood. Check the pressure differential valve below the master cylinder for leaks; it is possible to get leaks from the spool valve in this assembly.

4. Timing chains, should not be allowed to exceed 30,000 miles unless they have been upgraded to higher quality chains, even then, after 60,000 miles chains, tensioners and guides should be examined for wear. Genuine IWIS chains are good for 80,000 miles plus. IWIS chains will most likely outlast the guides and tensioners. A rule of thumb is to listen for timing chain rattle at start up which quickly quietens down, when hearing this it tells you to replace them soon. Chains can be changed with the engine in the car.

5. Wire wheels, when these are fitted the splined adaptors should be greased with non-seize grease every two years otherwise the grease on them can harden to a point the wheels are very difficult to remove and on the road just about impossible. Regular inspection and lubrication avoids this embarrassing situation. There are aftermarket wrenches for undoing the hexagon wheel retainers that save the chrome finish, they allow you to loosen or tighten the nuts with hand effort alone. Two or three eared spinners are often substituted for the original hexagon nuts according to the owners taste.

6. Automatic transmission, if fitted with the optional Borg Warner automatic transmission, always use Ford F-Type fluid as recommended by Triumph. Maintain the level a little low on the dipstick as when the system drains down while parked

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they can leak. It will probably leak anyway as these transmissions are notorious for that. However, these are tough transmissions and will last a long while without rebuild. Shift patterns and shift speeds are adjusted by changing the length of the kick down outer cable.

7. Cooling system, the Stag system is marginal. They cooled OK when everything was new, but now they are 40 plus years old and they have become marginal. As a precaution, fit a supplemental electric fan. A 16-inch diameter will fit in front of the radiator. In addition to this, there is a spoiler available that fits hidden behind the front bumper that diverts air through the radiator instead of spilling out under the car which is effective too. Cars fitted with air conditioning also had a fan shroud which was effective at improving the cooling at low speeds and in traffic. Most of these seem to have been discarded for whatever reason, but can be effective if you are considering hot climate driving and essential if you are planning to use the air conditioning.

8. Servicing, when servicing check for leaks on the rear differential housing, there are three seals that have the potential for leaking, both output flange seals and the input pinion seal. The latter when leaking can wash the lubricating grease out of the sealed quill extension shaft bearing and should both be changed. The output shaft seals just get oily. One reason for these leaks can be a blocked breather which is located high up on the right side rear of the differential housing.

9. Transverse drive shafts, these need to have their splines greased once in a while, as they can get dry and together with soft trailing arm bushings contribute to the rear end 'Triumph twitch' as they stick and then release. This would be most noticeable when cornering and changing gear at the same time.

10. Oil leaks, the Stag is not immune from these, but most are easily fixed. Most common are the oil filter canister and adjacent to this is the oil transfer housing, both are sealed with a rubber O-ring. In the same area as the oil transfer housing is the oil pressure switch which can also weep




The car has exceptionally pleasing instrumentation

oil. Valve cover gaskets are easily tightened or replaced. Oil leaking in the V of the engine is possibly more serious. If the valve covers have been eliminated for leaks it will be either the head gaskets or more likely the water pump. It sounds unlikely to have oil leaking from the water pump, but there is indeed an oil separator seal in that assembly that can leak into the V of the engine. Front or rear crankshaft seals are going to be obvious, but very unusual. The automatic transmission is a notorious leak source and has leak points at the oil pan gasket (which tend to loosen up over time), shift lever cross shaft also the input and output shaft seals. Early cars had a filler tube with a large banjo fitting which can leak as it appears they were not all manufactured squarely on the transmission and can leak around the washer area.

11. Water pump, this is identical to the TR7 and Saab 99 pump and is gear driven from the jackshaft. When replacing a leaking pump it is advisable to rebuild your existing one if the gear teeth are not worn, and usually they are not, they usually last for many miles of operation. Rebuild kits are inexpensive to obtain and in fact, more modern seals are now available which will last as long as you will need.

There have been some new replacement pumps around for a number of years that have incorrect heat treatment on the gears. Having measured the hardness of some of these, I can confidently offer this advice: a soft gear will wear out prematurely, but has greater consequences, the jackshaft will also wear and quite commonly debris gets in the front jackshaft bearing causing it to seize, not to mention being distributed around the engine.

## Modifications

Over the years, a lot of modifications have cropped up either to improve reliability or to make driving more convenient or simply to dress up the cars. A number of popular modifications you will encounter are listed in the table.

## Importing

As British Leyland made the business decision not to bring the Stag to Canada (they were imported into the USA only from 1971 to 1973) then you are faced with either buying a previously imported car or

## Modifications

| | |
|---|---|
| Oil pressure gauge | Holley or Edelbrock 4-barrel carburetor |
| Electric or remote mechanical water pump | ZF 4 speed automatic overdrive transmission |
| Electronic ignition | Minilite road wheels |
| Electronic fuel pump | Electric cooling fan |
| LED bulbs both for rear lights and instrumentation | Four pot front brake calipers |
| HID headlights | Rear disc brakes |
| Walnut veneer dash | BMW rear end |
| Spin on oil filter | Suspension tie bars |
| Upgraded alternator | Exhaust headers |
| Rear cockpit windbreaker | Leather interior |
| Coloured soft top | Front spoiler |
| Polyurethane suspension bushings | Suspension lowering kit |
| Stainless steel exhaust | Engine oil cooler |
| Upgraded radiator | Redundant hood release |

bringing one into the country yourself. If importing, the USA is the easiest source and bringing one across the border is not that difficult. Tiresome paperwork perhaps – but not difficult.

There are two basic steps, clear and export the car on the US side (no costs involved) and secondly, import it on the Canadian side.

Exporting it from the USA requires that you send or fax a copy of the US title or registration to the border crossing, Lewiston for example, but not Ft. Erie. Some states did not have titles back in the 1970s which confuses the border people. They then need 4 business days before you present the car for clearance by them, make SURE the title is EXACTLY the same as the VIN plate on the car or else it will most likely get rejected, which then gets very costly for you in storage arrangements nearby. It is not uncommon to find a single letter or number discrepancy which is usually enough to get it rejected. You need to show up before 5.00 PM on the US side for inspection, but not at weekends. There you receive export clearance for the car at no cost.

Once you have this stamped approval you can proceed to the Canadian side and get your wallet out. They require a bill of sale, the actual car, the USA clearance and although not required, an appraisal of the car can stop a lot of arguments on its value. I have had the customs agent claim a car had much more value than it actually did. You will need to pay HST on the car, but not import duty as it is over 25 years and exempt. You will be required to pay $100 air conditioning tax if so equipped and you declare it even though it is 40 years old.

Quite a number of Stags have had the original engine replaced with either Rover 3.5 V8s or quite commonly Buick V6s, so you need to consider this when purchasing a car. An original engined car these days is going to be worth more than one with a transplant, as the original engines have usually been made quite reliable by this stage. However, that is a personal taste, some may want a North American engine for perceived ease of repair and parts supply.

I've never imported a car from the UK, so can't advise on the procedure, however it is done quite commonly these days, so it can't be too difficult. You have to accept either a container shipment or a 'Roll on, Roll off' means of shipping. The latter most likely is the least expensive method, but requires the car to be in drivable condition. In addition, the loading agents can refuse a dirty or muddy car. If bringing in a car from the UK though, bear in mind the Stag does not easily lend itself to a LHD switch over as many British cars of that era did. The Stag has a unique body shell for either drive so all of the necessary holes in the firewall are not present. Another factor to remember, Quebec has stopped allowing RHD cars to be imported which could potentially spread to other provinces. The pedals, steering, dashboard are all different too so these are factors to bear in mind. So, if you can't find a suitable Stag in Canada (and there are usually a couple for sale these days) you are most likely better importing one from the USA, the shipping costs will be much less and the car will have the correct drive configuration.



An original engined car is going to be worth more than one with a transplant

### Storage

The Stag should be treated as any other classic car which will be laid up for the winter months, particularly for those of us that live in the Great White North. Change the engine oil, inflate the tires to their maximum (or put it on blocks if you choose), give the exterior paint a good coat of wax polish to help protect it and throw a cover over it to keep away the dust. Rodents can be a particular nuisance and the damage they do can be extensive, I usually use shredded scented soap in the interior in an open container, seems to work. Mothballs are very effective, but personally I can't stand the odor when the car is back on the road, it never quite goes away particularly on a wet humid day. There are available today plug in deterrents that emit a radio wave that is supposed to keep critters away, I'm trying that method too. As for the inside of the car, I always place tubs of Calcium Chloride there to absorb moisture, keeps the inside smelling fresh and avoids that musty odor you sometimes get from winter long storage. You can buy this from Canadian Tire or Wal-Mart found in the camper or motor home storage products department. It is also used by agricultural tire stores for ballasting tractor tires, but they usually only sell it in large quantities. Fill the fuel tank as far as you can to minimize condensation forming at the top of the tank also add some fuel stabilizer to keep the fuel relatively fresh for Spring. Opinions are split on starting the car over winter, but personally I leave mine alone, unless you are going to get it thoroughly hot for a while it is probably unwise, as condensation will form in the exhaust and the engine which can cause damage. Removing the battery on the Stag is a pain as you need to remove the power steering pump to get it out. Two alternatives are to find a slim battery that will fit in there without the pump removal or hook up a battery tender. These tenders have become easily available and quite inexpensive, they keep the battery topped up in place on the car without overcharging and in the spring it is ready to go. If you do leave the battery in the car, then install a shut off switch as a safety precaution, they are quite inexpensive.

If you do remove the battery, store it in a cool place, not in a hot basement. Normally, a good battery will hold its charge all winter if kept in a cool environment. One plus to removing the battery is to check for corrosion under the battery, they do tend to suffer from that. Of course, you can overcome this easily enough by installing a tray beneath the battery. **RAGTOP**

*Tony Fox is the senior model coordinator for the Triumph Stag model at the Toronto Triumph Club and is the co-author (with Norm Mort) of an excellent book entitled 'Triumph Stag, The Essential Buyer's Guide' published by Veloce, and available from Amazon for $15 or less. He is recognized as one of the most knowledgeable individuals on the Triumph Stag model in Canada and the USA, having owned or restored 11 Stags over the past 20 years. He is also a director of the Triumph Stag Club USA and the Stag Owner's Club (UK).*


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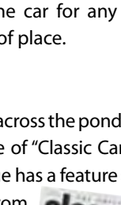
# tail lites

BY TERENCE MCKILLEN



Despite taking every care over the restoration or maintenance work one may have carried out over the winter downtime, there is often at least one thing that isn't working properly when it is time to fire up the motor again for the first spring outing. For me, in previous years, these 'glitches' have included an alternator that had died during the off period; cavitation in the cooling system caused by a left over air lock after draining and refilling the coolant; an intermittently working speedometer/odometer; and this year, a pooling of gasoline in the upper V of the Stag's motor as soon as the fuel pump had finished replenishing the carburetors. The problem was a leaking nylon float chamber plug on the RHS unit. Given the intricacies of the Stag, it required the partial removal of both carburetors off the manifold (and the air box, vent/vacuum tubing and cables) to fix the problem with a new rubber O-ring. The cam covers prevent the float chamber plugs being removed in situ. It is interesting that these issues can occur during a period of total inactivity and there is obviously merit to the old adage, "use it or lose it." It also confirms to me that one should always take it easy for the first few outings after winter hibernation, keeping one's movements relatively close to home and stopping periodically to check under the hood and under the car for any leaks or parts that look out of place.

On a recent trip 'across the pond', I picked up the current issue of "Classic Cars" at the airport. The July issue has a feature on every Triumph roadster, from the TR2 (actually TS2) to the TR8, as well as the Swallow Doretti and some ex-works rally TRs. For the 13 test drives, cars were provided by members of the TR Register (UK) and former Irish rally driver, Paddy Hopkirk, reminisces on the performance of the works TR2, 3 and 3A cars in his day (mid to end 1950s). Author John Simister's favourites were the TR3A, TR5 and the TR8. Well worth a read if you can find it at Indigo.






Want to check the status of the timing chain(s) in your TR7 or Stag without undertaking a complete strip down? All that is necessary is the removal of the cam cover(s) and then using a flexible-lead inspection camera, similar to that illustrated ($120-200 range), slide the probe down past the camshaft sprocket along the length of the chain to inspect wear on the chain guide(s) and the tensioner surfaces as well as to view how extended the hydraulic tensioner(s) appear(s). From this, one can estimate the remaining potential service life of the chains. If the tensioner is almost fully extended, don't delay; tackle a chain and sprocket replacement right away. Although I haven't tried it, it may be possible to do the examination through the oil filler orifice without having to remove the cam cover(s), although some additional light source may be necessary to properly illuminate the scene.

In a recent issue of the Stag Owners Club (UK), monthly magazine, Editor Carl Fuss noted that the Triumph Stag holds second place for survival rate of British classic cars still on the road (with 24%). The study is based on data obtained from the UK Vehicle Licensing Authority (DVLA) and published by www.HonestJohn.co.uk. The Lotus Elan came in first place with a 37.5% survival rate but that rate is likely skewed by the later generation of Elans (in the 1990s), really leaving the Stag in first place. In third place was the Reliant Scimitar at 21.2% while the TR5 rounded out the Top 10 with a survival rate of 13.2%. At the other end of the scale, the Triumph Acclaim, the last of the Triumph models, was in 19th place out of the top 20 most endangered cars with only 0.36% surviving. There were no MGs in sight at either end of the spectrum!



Following the AutoGlym presentation at the March TTC meeting, I decided to try out the new (for 2013) Convertible Top Maintenance Kit which comprises a two-part kit for cleaning and preserving your fabric soft top. The cleaner removes dirt, stains and traffic film while the protector re-proofs and preserves the roof from the effects of water absorption and dirt. The product is suitable for use on mohair, double duck and fabric/canvas soft tops. The kit is also ideal for use on boat canopies, tents and garden awnings. My soft top cleaned up beautifully with the removal of years' worth of grime and stains. It now has a lovely fresh smell. It is not suitable for the vinyl type soft tops fitted on most TRs.

The winter layaway period seemed to be incredibly long this year. However, despite the slow start to the driving season and the rather mixed weather in May and early June, I had clocked up 100+ more driving miles this year by the end of the first week in June than I did in the same period in the previous two years. In the early part of the season, I opted to leave the soft top on the Stag down while keeping that on the TR6 up. That way, I could choose which car to use depending on the prevailing temperatures. In deciding whether to venture out, I follow a general rule of thumb, which I'm sure others do also, not to set out in the Triumph if it is raining but don't mind if it rains while I am out – either stopping to put up the soft top or, in the case of the Six, sometimes just using the tonneau cover and trying to avoid lengthy stops at traffic lights! **RAGTOP**




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**1970 Triumph TR6**
This is a very nice TR6 that lived its entire life in California. No rust or body damage before we had the paint redone in original Jasmine yellow. New bumpers, sill chrome, windshield and trim seals were fitted throughout and the suspension and complete braking system was rebuilt. The engine had been previously rebuilt and runs great, so we just did a tune up, added new belts, hoses and fuel pump. We also added a fully rebuilt overdrive and the wire wheels were refinished complete with new hubs, chrome knockoffs and new Coker redline tires. The complete interior was replaced with all new correct reproduction components and is the original light tan, we also fitted a new Robbins top with the correct reflective strip. This car is one small step away from being called a full top to bottom restored vehicle, it looks stunning and runs and drives as nice as it looks. ~~$22,500~~ **$20,200**



**1980 Triumph TR8**
We brought this TR8 back from Portland Oregon. The car is finished in Midas Gold with a tan interior and has been upgraded with 14" Minilight wheels and nearly new tires, no signs rust that I can find and the paint is in pretty good shape, but there are signs of a slight amount of body filler in the left front fender. It runs and drive well and both the engine and five speed transmission seem strong. We have just gone through the car and fixed up a lot of the little issues that needed repair. This is a lot of car for $8,900.

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