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The TTC or the Editors cannot accept responsibility for the safe return of any submitted material. We will do our best, but accidents do occur.

We accept no responsibility for errors or omissions.

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**This 1964 MK-I shown at this years
British Car Day has to be one of the
prettiest Spitfires out their today. Owner
Richard Dujenski of Middleport New York
has won many 1st place awards.**

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The Prez Sez

A Happy New Year to All!!!
**There goes another year and a new one has
started.**

This year the club celebrates its 25th Anniversary and we are hoping for an exciting year. Unfortunately, with a few of the key positions changing last November and the Christmas season starting it's been a slow start to setting dates and finalizing locations for the upcoming events. But don't be alarmed, the new executive is working diligently to come up with a year of exciting activities and runs which celebrates our silver anniversary.

We are hoping to revamp our web site to help keep you more updated with future events of our club and other clubs' as well. We are also looking at having the RAGTOP available on line.

We will be hosting Spring Fling this year which is a joint venture with the MG Car Club of Toronto. Details for that will be out by the first week of February.

Later this year, Robin Searle and his ever patient wife, Rita, will be organizing a drive around the lake. I am giving you lots of notice to get your cars roadworthy and I'm not accepting any excuses for non-participation. For those of you that don't mind several hours driving at a time I think this affair will be very interesting and a fun time.

The Canadian Classic will be hosted by Dawn & Roger Elliot in the Welland area. Those of you who know Dawn & Roger should expect this to be a real party.

Please plan to attend at least one meeting or event this year if you have been a Triumph couch potato. We would love to meet a lot more of our members and make this club a better one.

Our first get together this year will be our March Winter Dinner Dance which will be held at the Irish Centre again. My better half, Victoria, and I will be hosting this gala evening. This is one of the events that cannot be beat for the price. We have an excellent dinner, dancing, door and spot prizes. All for \$25.00 per person! A real steal!!! Best of all, you will spend the evening with good friends or make some new ones. You are welcome to bring along guests who might not be members of our club. Their tickets will cost \$30.00 each - still a good deal.



And now my beef, your elected officers and volunteer event coordinators work very hard to put all these events together. It does not take much effort to attend at least one. It is always more fun for all and rewarding to the organizers when there is a good turnout.

We are open to good or constructive ideas for our monthly meetings. We now have a committee of three members responsible for choosing informative topics for these nights. They are Ken Jackson, Brian Clark and Helmuth Vorkoetter. Thank you for taking on this challenging task.

The club has commissioned the making of brass grill badges to celebrate our 25th Anniversary and there will be one free (yes free!) to all members.

I hope very much to meet some new faces J this year. Happy and Safe motoring.

Your Prez

Gary Brown

Editor's Corner

Greetings to all in 2007. The last year really did just fly by didn't it, and 2006 turned out to be a great year for our club.

Our big event, British Car Day was by all reports our most successful ever. On Saturday an army of volunteers worked quickly to get the field laid out and the signs put up. There are so many small details that go into staging the largest single day outdoor British Car show. Sunday the gates opened at dawn to an

armada of English cars and everything went off without a hitch. By noon we had over 1,000 cars on the field. What a beautiful sight!

Gary Brown and the executive deserve our congratulations for achieving such a solid result. Other events this year included the Winter Dance, the East, West and North Sunday runs. Wayne and Debbie's barbecue was a hit again this year. In July the waterfront evening certainly was fun! The 2006 Canadian Classic was held in Collingwood and enjoyed by all those in attendance.

We also found time to go to the monthly meetings and enjoyed a wide variety of topics and guest speakers. If that wasn't enough there were the events of the other local clubs that we never miss. The flea market in Ancaster presented by the Hamilton Sports Car Club at the end of April always marks the beginning of another top-down season. It was the MG Club of Toronto's turn to host Spring Fling this year and we turned out for our friends there.

By November the year was winding down, just in time for the election of the new executive. We have some new people in office as well as many familiar faces to carry us into the new year.

For me personally it has been a year of big changes. I now work full time in the collision industry covering the Niagara frontier for Keystone-Automotive. I have also just taken on doing the newsletter for the Speciality Vehicle Association of Ontario (S.V.A.O.)

You may have heard of them as our club has a membership. We gather information on proposed automotive legislation that may impact on our hobby. We really do need to be pro-active as these changes are coming at us faster than ever before. The S.V.A.O. will not be telling us what to do, it will however be presenting information so we understand what we *should* be doing.

I have a new project in the works, thanks to the efforts of Chris Walker and Allan Watt. There is now a blue Spitfire in the Walker Garage needing my full attention. A true barn find complete with hay bales and all. At least that's what I'm going to tell everybody. The truth is it wasn't lost at all merely set aside while Allan worked on other things. I will be its 16th owner, hopefully for some time. It's a true gem, needing only to be fully dismantled to the last bolt and like Humpty put back together again.



I know what your thinking....finish that?..... and when? How should I know?.....just remember in life it's the journey that counts.

Cheers all and see you at the Garage!

David Burman

John Kokal

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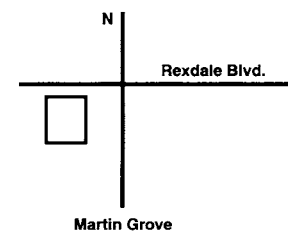
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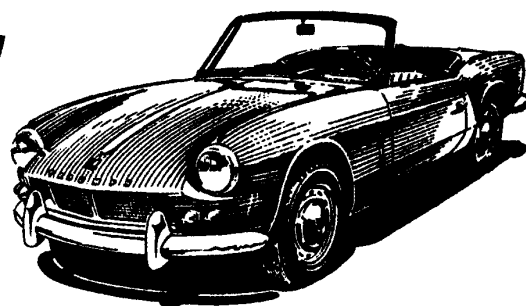
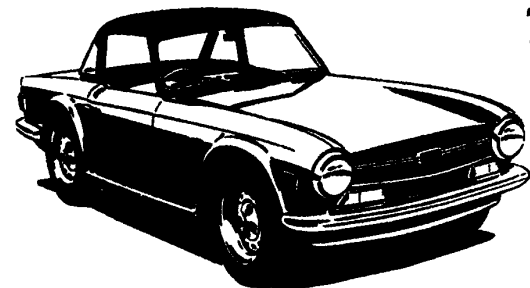
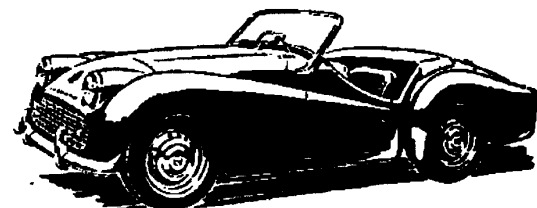
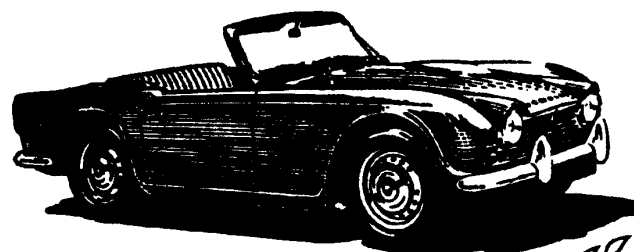
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SHOW & SHINE

We may not all be master mechanics when it comes to taking care of our Triumphs but we all have to clean and polish them to make them look the best we can. This is usually one of the more enjoyable chores of taking care of a vintage car and there are many different procedures and opinions on the best ways to make them sparkle. This new section of the magazine will concentrate on some time saving tips and procedures to accomplish that sought after sparkle and will the help of all members will become a regular section of the Rag Top.

To start the section in proper style we contacted Meguiar's who are an ongoing sponsor of the Toronto Triumph Club to give us some tips on cleaning and maintaining automotive paints and bright work. It is hoped that members will follow up and assist the section by forwarding in tips and ideas that can be passed on to publish in the magazine. Any tips or ideas you may have and would like to share with the club, no matter how small or how involved, for the article can be forwarded to Dave Burman dburman1@cogeco.ca or Brian Clark at bclark4@cogeco.ca There has to be a ton of ideas out there that we all do to when detailing our vehicles that we picked up from various friends or shows that can be shared with fellow members, so how about forwarding in your favorite tips for publication in the Rag Top.

Brian Clark



Meguiar's Tip of the Month

Wheel Care

- Use appropriate eye and skin protection
- Determine what type of wheel you have before choosing the right wheel cleaner, some cleaners can cause damage if not used on the right type of wheel
- It's safer to use a less aggressive cleaner and a wheel brush to clean brake dust
- Wheel must be cooled before any cleaning is possible to prevent staining
- Spot test wheel cleaner to safeguard against possible staining
- When using a wheel cleaner, be cautious of the plastic center caps. A cleaner might effect them differently than the wheel
- Always spray wheel cleaners from the bottom up to help prevent staining
- Be careful when applying dressing to tires, as the dressing might stain some wheels

Member Tip

Most tire cleaners and many tire dressings are dispensed in spray form so can be somewhat messy to use and can more often than not make a mess of you nicely cleaned rims during the application. To prevent this cut a piece of cardboard the same size as the rim with some finger holes in it to place over the rim while spraying the tire cleaner or tire dressing. This will prevent the rim from being sprayed saving time and product. The TR6 beauty ring outside diameter is 16½" and a cover can easily be made from a cardboard box and hung in the garage ready for use when needed.

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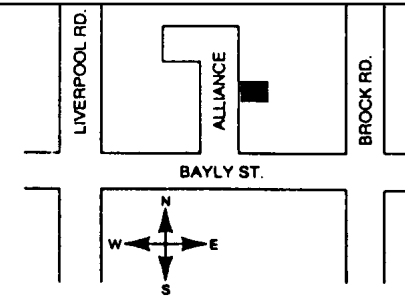
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Mat Molson (*above pic*) was racing his TR6 in the Vintage Race and JD was racing his Rothman's Porsche 944 (*below right*). There were also two TR8's racing - the Red TR8 (*bottom right*) was highly competitive and was running in the top 3 on the final race on Sunday - it was doing fantastic until about the second last lap when something broke and she had to retire.

JD had a great weekend and was doing well in class. Only mishap for JD was an overly enthusiastic guy in a silver Porsche 911 that nudged him from behind. Good news for JD was it only bent his tow hook - where as the 911 had some sheet metal damage on the hood.

Mat was a trooper and over came throttle linkage and rad hose problems to make a great showing on the Track - and the TR's were a crowd fav. And the Porsche and TR6 were also the most popular in the pit area with the Race Fans.

TR's at the Toronto Grand Prix

By Glen Donaldson



The First Annual Canadian British Classic Charity Run Rocky Shore Run

The True Story
By John Kearsley

The 1st annual Canadian British Classic Charity Run this year was called the Rocky Shore Run which described the scenery on the route perfectly. Our charity for this year was Camp Trillium, a camp for childhood cancer patients and their families. This year's event was run September 22-24 and began at the Cambridge Holiday Inn in Cambridge, Ontario.

Friday night involved a kickoff dinner, route directions (so no one would get lost) and general information for the nine teams entered this year. After an introduction of the teams and the organizing committee, Ian, a representative of Camp Trillium, presented CBCCR with a plaque showing their appreciation for the \$8500.00 we raised for them this year. All teams were welcomed by the Elmira Optimist Club who sponsored this run and provided the insurance, book keeping and mailing.

Saturday, 5:00 A.M., my alarm clock went off. As the song 5 o'clock somewhere went through my mind, I knew Allen Jackson did not have this in mind.

The meeting place was Timmy's by the Holiday Inn at 6:45 a.m. for a 7:00 start. This year we had 2 Triumph Spitfires, 1 Jenson Healy, 1 MG TD, and 1 MG TC, 3 MGB, and an MG 4. The cars got off at 7:15 am., only a little late.

Our first stop was at the West Mountrose covered bridge for a photo opportunity. The bridge as a background for the cars made for an excellent picture.

Then we were off through some of the local countryside. After nearly 15 miles an MGB met with some trouble. The owner Jack Holmes saw that he didn't have any oil pressure and pulled right over. The oil line from the engine to the oil pressure gage had broken and sprayed oil all over the engine bay.

Just after Godrich, the MG TD suffered a flat tire and was a bit panicky as the other MG (with the jack) drove over the hill and away. It didn't take long for the leader to notice, and the tire was quickly changed and both teams were back on the road within an hour.

Later three cars that were running together decided to meet up in Kincardine for lunch. The sun was shining for a little so a couple of teams went to the beach for a picnic lunch while others went to a tavern.

But once through Wiarton the road twisted and turned following the lake shore. It seemed like a picture on a post card at every turn.

After one of the most scenic parts of the trip we arrive in Owen Sound at 5:00 pm. After every one checked in we had an impromptu social hour reminiscing about the first long but exciting day.

Before the run a lady had contacted me wondering if a MGTD was on the run. It seems that her husband is ill with Lou Gerhig's disease and since their dream of owning an MG TD is probably not in their future, she wondered if there happened to be an MG TD on the run and if her husband could see it. Fate had it, that one of our teams was driving their MG TD and Saturday evening we had the gratifying experience of seeing this gentleman enjoy a short jaunt around the block in it as he was not feeling up to par that day but felt that he could sit in it for a short spell. The tears and smiles of his wife showed us that we British car owners exemplify the best in human nature. This trip in particular not only helped kids with cancer but adults too.

After fun evening we headed to bed early to get rested up for the journey on Sunday. And we needed that rest as the teams were ready to head out on the road by 7:00 a.m. the next day.

Twenty minutes out of Owen Sound, we stopped for a photo opportunity with our support team of Art Franklin and Bob Aldous taking the shots. A few brave people left their tops down after the pictures, but the ominous black skies had the rest of us not taking any chances. Those brave people were regretting their decision later in the morning when the rain did come.

As the person who planned the route of this expedition, one would think that I would know where I was supposed to be going. Unfortunately, one wrong move and I was as lost as everyone else. A brief forty-five minutes later, we were back on route and heading into Collingwood.

With heavy rain, dull skies and road names that kept changing, the route on Sunday kept the navigators busy constantly checking their directions. After a few hours of strenuous concentration, our lunch break at Kelsey's in Barrie was a welcome change.



Holmes and two other cars went back to Elmira. They were able to make repairs and meet up with us later in the run.

The rest of the group continued on. A cloudy sky but no rain was the mainstay for the rest of the morning as we went through some of south western Ontario's small towns. At Grand Bend we started to run along the Lake Huron shore line and had our next Timmy's stop. (Do you see a theme yet!).

The day continued to be pleasant so most of the teams put their tops down after lunch. Not able to get the correct fuel in Kincardine we stopped in Port Elgin for fuel.

The run up to Sauble Beach was a very nice part of the tour. The colours of the trees were perfect with the tops down. As we approached Lions Head we decided to stop at the town park for a pit stop and leg stretch. The run was quite an uneventful trip down to Wiarton.



The Blairs enjoy their favourite car, the MG-TD

We might note that Barrie had the cheapest fuel on our route. After lunch we headed back towards Cambridge passing through Alliston, Grand Valley and Fergus. Thankfully the rain stopped during this portion of our run and we enjoyed smooth sailing to the end at Saginaw Country Club in Cambridge where we said good-bye to new friends and running partners.

All in all, the cars were reliable and completed the tour. My 76 Spit experienced some problems when I lost my horn when a car pulled out in front of me and my brake lights were intermittent.

Everyone had fun and is looking forward to next year's Lake View run along Lake Erie and Lake Huron when we will be raising money for the Canadian Diabetes Association camps for children.



We look forward to seeing everyone September 21-23 2007. For information about our run, check out our web-site cbccr.org.



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left to right---Mary, Simon, Johan, Deborah, Gary, Maxine & Bill pose for a pic. in Coldwater

As winter sets in, let's take our memories back to a beautiful summer's day in July. Cars were gathered in Barrie for the Toronto North run through the wonderland of Simcoe County, on this bright and sunny Sunday. Hope was high for a great turnout.

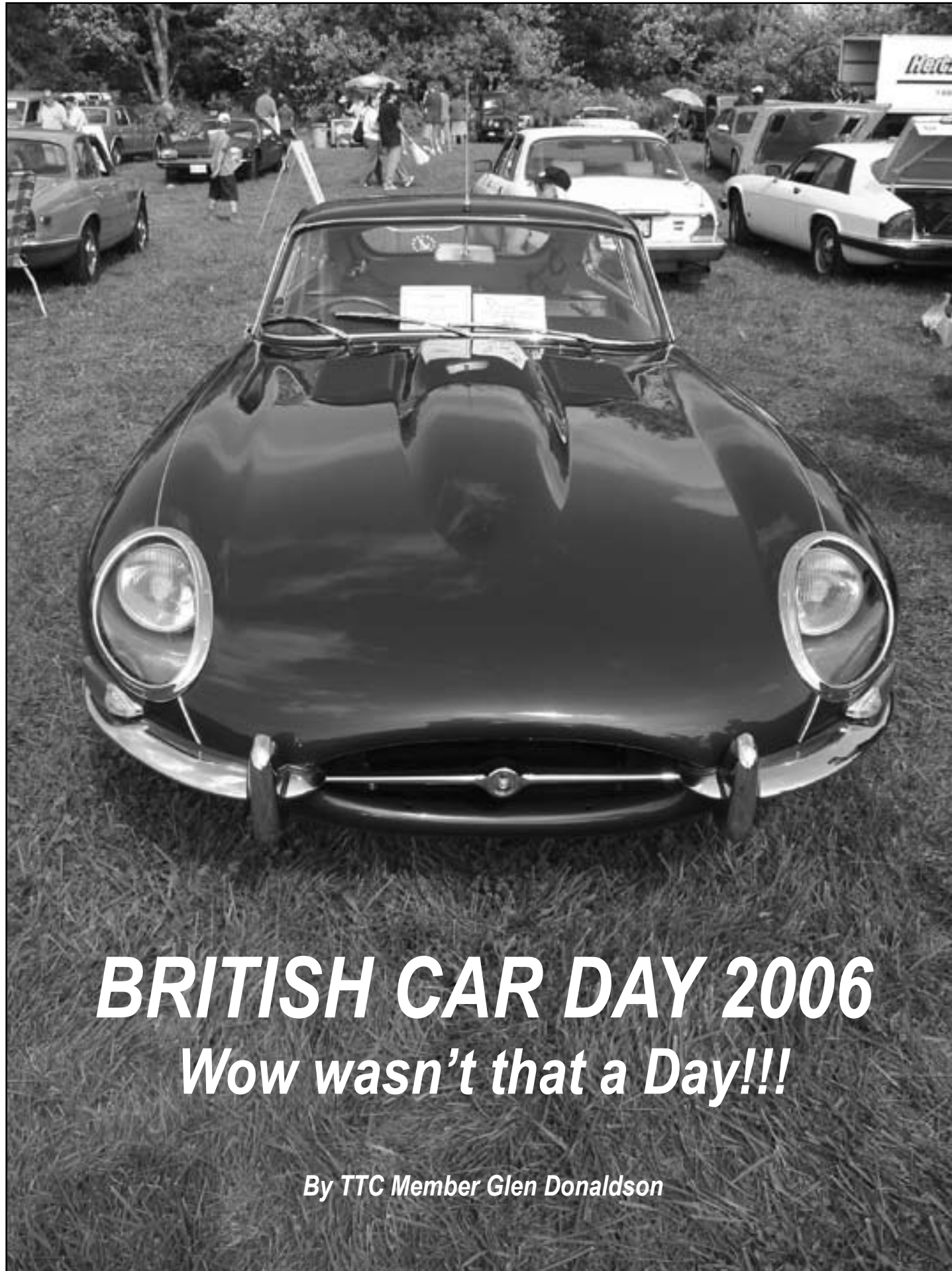
As the first leg of the run started, all tops were down and life was very enjoyable. Touring the outskirts of Barrie, heading north-west then back east, the convoy wandered through the quaintness of Snow Valley, Midhurst and Craighurst. After a brief stop, the group were back on the back roads making their way through Hillsdale, Moonstone and onto Coldwater where pictures were taken. With our final destination in our minds [food you know], we moved out again across the warm winding roads, heading for The Doctors Inn for Brunch.

Thanks to Mary & Simon Rasmussen, Gary Brown, Johan Aaltink, Maxine & Bill McGowan and Deborah Watt for their company on this great day and for the fine stories told over the Buffet.

The Toronto Triumph Club hopes to see more cars out in 2007, to all of the events. At this event, the Spitfires did out-number the TR6 count, but barely. More participation is encouraged to drive the Triumphs that were built to be Driven.



Allan Watt



BRITISH CAR DAY 2006

Wow wasn't that a Day!!!

By TTC Member Glen Donaldson

What can be said about Sunday September 17th
It was a Fantastic Day!
Ok so maybe the Big Guy was a tad slow at cranking up the Sunshine – But hey the fog gave us an authentic English Misty Morning on the Moors feel. And when the Sunshine came out it was a Grand Day – just like the Sunshine in Bonnie Scotland. Not that I am biased or anything. Rumour has it that the sunshine was first seen down Niagara way and it was dragged along to Bronte by the throngs of British Cars heading East for BCD.



The sun was shining and the field was full, no other car show has our long record of perfect weather.

When the Scottish Sunshine came out and lit up the field (aye and the Angels could be heard singing – plus the sound of the Bagpipes – ach it brought a wee tear tae my eye) you could see our record number of Vendors set up 47 in all with everything from fancy coffee and British food to optimistic project cars and very useful garage parking lifts. The Show Field was set up with lots of signs and sharply dressed Volunteers. Those corn silk coloured BCD Golf shirts really made our Team look great – thanks to the Investors Group and the TTC for the spiffy duds.

The strange part this year was that our main arrival of cars came about a full hour and a half later than normal. Normally we get the main influx between 9:30 and 10:30 where as this year the big crunch came at 10:30 to 11:30 – Tim Horton’s must have been backed up. It was a strange sensation for our Volunteers being all pumped and primed ready to receive the cars and the cars were just leisurely rolling in.



As the saying goes “ Build it and they will come” – well the Trusty TTC and it’s Volunteers built BCD and the People and Cars they did come – so much so that we beat last years attendance and had about 1058 British Vehicles appear. I am pretty sure that 1058 was the Official number as noted by Mayor McGill.



If it had wheels and came from over the pond, it could be found at British Car Day

Once again the marvels of Field Layout Guru Charlie Conquergood and his Trusty sidekick Rocky (Sorry about the little bit of line marker paint on Rocky’s paws Sandy) worked out flawlessly and the cars just slid into their spots. At some point in the day the MGAs and MGBs got religious and had a ‘Moses Moment’ and split a row giving a trendy “Y” shape pattern on the field. It looks quite trendy and really helped to snug things up in the MG land – ohh those Wacky MG People. We tried a few new Classes this year – the Aston Martins were happy as were the TVRs and the Other Sports Class were at last all alone. We still need to have another go at the Jaguar Classes as the re-vamp was not entirely successful – we are open to any and all suggestions that you may have about Classes. It is tough as we have 49 Classes now and try to have a minimum requirement of 10 cars for a Class and 49 Classes is a big group to manage and also a big group to get the participants to Vote on.

The Saloon Car Club did an amazing job and had a wonderful selection of cars out. This is often a Crowd Fav as everyone remembers the Saloon that Grandad had or Auntie had back home etc. Our thanks to the Saloon car Club for all their hard work and to the Godfather of Stags Tony Fox Sr. for growing this Group and for the ever increasing number of Triumph Stags that’s Tony gets out to Bronte.



Who couldn’t love this little guy!

Around about Noon I think we all took a collective sigh of relief and began to relax as the Scottish Sunshine was out, the Field was full of cars, the vendors were busy, the Volunteers were all in place or relaxing and snoozing after an early shift, people were enjoying the show and once again British Car Day was a Huge Success.



If I had Wings I could fly!

Just like Clockwork we were all ready to Roll with the awards this year and actually Vic and Rob had everything tabulated about half an hour early – no Lucas Computers here. The DJ got us set up and we started handing out the hardware – and I must tell you what a treat it was to present the awards and have about 95% of the people still there to claim their Plaque. We even managed to get the Best of Show winner to drive his car up to the front for the final award. This year's winner was Mervyn Archdall with his 1934 Armstrong Siddeley that was just out of a 7-year restoration. Merv was prompted into coming to BCD after I met him at a Cruise Night and then I casually mention his car in an article that appeared in the Wheels section the day before BCD. So Merv and Family rose to the challenge and spent all day and most of Saturday preping the Armstrong Siddeley for her trip to Bronte.

Why did it work so well? First and foremost we must thank all of the participants for making the effort and planning and then following through and coming to British Car Day. Without the cars, trucks, vans, bikes and people we would not and could not have a show. We need to thank all the other clubs for supporting and enjoying BCD. Thanks to our Sponsors and Vendors who support BCD and what our Club does. And we need to thank the army of Volunteers who just make BCD happen. Thanks go to all who helped out – setting up the Field on Saturday and stuffing registration bags and to the Sunday workers too. Thanks to Mike Hale, Gary Brown, Bill Alexander, Wayne McGill, Ric Allison, Charlie Conquergood, Vic Whitmore and apprentice Rob, Jack Willekes, and those I have forgotten.



So enjoy your winter and relax tinkering with your TR and make sure that you mark Sunday September 16th 2007 down as being for the 24th Annual British Car Day – see you at Bronte.



Wearing well earned smiles, Jack Willekes and Allan Watt kick back and enjoy the rest of the day

The following story and pictures were sent to us by Marc Lawrence describing how he came to visit our show all the way from England, two years in a row!

It's worth noting that their Escorts appear on last years BCD DVD. Marc, his son Lee and team mate Jon Ward were travelling across the USA to raise funds for their charity MS. see www.fords-on-tour.freeuk.com

Bronte 2006

After visiting the British Car Show at Bronte Park in 2005 with our Mk1 Escorts, I decided I wanted very much to go back this year and catch up with the many people I met at the show. However I ran into a slight problem at work! We are only allowed a certain percentage of the department off at any one time and we were over that limit so the best I could get was a long weekend. So I did just that. I had the Friday and Monday off just to fly to Toronto and back home Sunday night.

Was it worth it? Absolutely. On Saturday I tried to find the people who had sorted our alternator out last year (in Niagara Falls) but they were closed so I spent the day in Toronto doing the tourist bit. The lift in the CN Tower is a bit quick!!



However, Sunday was what I had flown over for and it proved to be yet another fascinating day. I don't know how many cars there were but I would estimate over 800 which is a really good turnout.

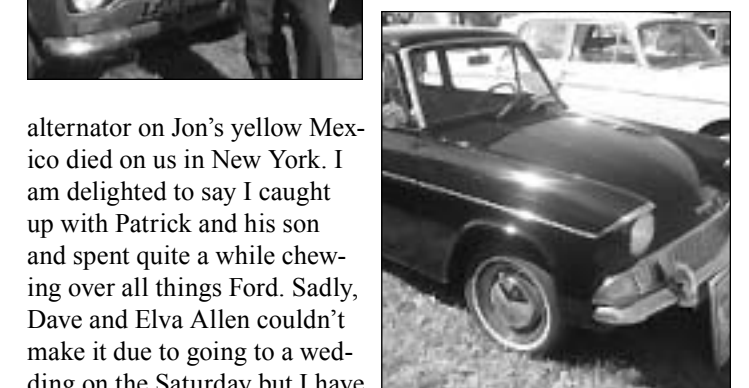
The Traders stands were heavily biased towards the MG's and Triumph's but in fairness the greater number of vehicles at the show were those two marques.

Whilst going round the cars, I spent time chatting to many, many people but some that I can remember were John Tatham with his Police car and showing him photos from 2005 when he stood in front of my sons car – an ex Police Panda car. Then there was Keith Courchaine and his Anglia who was saying how he was struggling to get bits. Hopefully he has had my letter with a list of contacts so that little problem has been resolved.

Patrick Wilson was ever so helpful to us last year when the



alternator on Jon's yellow Mexico died on us in New York. I am delighted to say I caught up with Patrick and his son and spent quite a while chewing over all things Ford. Sadly, Dave and Elva Allen couldn't make it due to going to a wedding on the Saturday but I have been in touch with them since – the beauties of emails.



For me the trip was a great success and it was so nice to see so many British cars all in one place outside the UK.

Marc Lawrence



Here are some of the many volunteers setting up on Saturday for Sundays big event.

thanks to Bob and Dot for sending them along





These happy folk from the K.W. area have to be the most laid back and informal car club in country!
"They're here for the Party"

The TTC Scapbook Pages-- News, Rambling, Info and Stuff

Dave

If it is possible could you get a mention in The Ragtop about **"Drive your Triumph around all Lake Ontario"** As part of the 25th anniversary of the Toronto Triumph Club one of the events we are planning is a Friday to Monday scenic drive with stops around Lake Ontario, on both sides of the border. The run is approx 750 kms and we will take it easy with interesting stops on the way.

Tentative date is September 24th Friday start in the morning and finishing Monday September 27th Noon ish. We will set up places to stay and things to do on the way and let you know in the spring details ,costs etc. You will book with the Hotels directly yourselves

Please email Robin Searle IF you have an interest in joining us, before we invite the other British Car Clubs to join us
r.searle@sympatico.ca
Robin Searle

Hi Mike,

I met a car crazy British guy on Sunday. How crazy is he? Well, he flew over from England JUST TO SEE BRITISH CAR DAY AT BRONTE PARK!

He says he's done this for the past 2-3 years. He was snapping pictures so I asked him if he would mind sharing a few pictures and maybe a short narrative with the Ragtop. He was very agreeable, and gave me his business card, which is attached. Can you forward it on to the current editor? Marc will be expecting his e-mail. I look forward to reading the article.

Congratulations on a knockout show again this year.
Bob Youngberg

Hi Dave:

How about a "New Triumph TR6"??? Check out the attached web site. Don't know how much it went for but it would be interesting. Don't know if you could make a story out of this or not but I found it interesting that someone would purchase a TR6 and put it away for all those years. I feel guilty if I don't drive mine every week let alone decades.

Take care,
Brian

*Ever vigilant on the net for TR-NEWS Brian Clark found this treasure. And dropped us a note & photos.
Anyone for cashing in your RRSP's*



Heritage Motor Centre to celebrate 100 years of Michelin in the UK.

Michelin started in London in 1905 and has a long history of manufacturing in the UK.

Many achievements other than tires include the development of maps and guides and the restaurant star rating system.

The major technical developments that change motoring history are of course the radial tire in 1946 and the detachable steel wheel in 1913. Visit www.heritage-motor-centre.co.uk for full details. Thanks to Gretha Griffiths for this info.



Thanks Bob for bringing this to our attention!!

In 2005 Marc, and his "team" traversed the U.S.A. in Escorts to raise funds for their charity. They stopped in to Bronte on the way (right). He loved the show so much he returned this year just for our show! They also appear in the BCD. DVD. See story with BCD feature. ed



Wayne McGill writes

Don Johnson and I went on a parts expedition to the states while he was restoring his Spitfire. We stopped outside Buffalo New York at a company that produces stainless steel brake lines and then proceeded to Warren Ohio to Team Triumph.

This small company deals in mostly used parts for Triumphs and Don was looking for the door glass and vent windows from a GT6 to convert his Spitfire to this configuration instead of the standard one piece door glass.

You actually get some cooling air while driving at speed on a hot summer day with these windows open fully. They funnel air in on the driver and passenger. And they look damn good as well.



A large selection of possible projects waiting outside

If you find anything you feel the members may find interesting or fun please send to Brian Clark at the Ragtop and we will do our best to get it into the mag.

Brian also found this info from Hagerty's

1969-76 Triumph TR6-

Those grumbling about being priced out of the big Healey market have frequently taken refuge with Triumph's last traditional sports car - the TR6.

Sharing many of the attributes of the Healey, including smooth six-cylinder power, butch looks and ease of maintenance, the TR6 really is a credible alternative for those seeking the big British sports car experience on a budget of around one-third the price of a Healey 3000.

Those on a budget may be watching the same price escalation all over again as the going rate for a nice TR6 has shot up from around \$10,000 to closer to \$20,000 in recent years. A nice TR6 purchased in the high teens now will be considered a bargain in a year.....

Everything fits in a Spitfire door a treat (Don might have some comments about this), but remember to check all the glass.....GT6's were available with both clear and tinted door glass and it is possible to get a mixture of both...ask how I know this!

Any way, we had a very enjoyable trip and met some great folks who are working in our hobby.



Hey, if anyone can glue this crate back together it has to be our very own Don Johnson. Check out the custom driver's seat and on-board beer cooler, this baby "ROCKS"

...and this below from the net is worth a look

BMW Plans to Relaunch Triumph Brand:

Reality or Pipe Dream? Our publisher's September 2005 column discussed a then-recent talk with Tom Purves, chairman of BMW. Purves was quick to note that the German company owned the Triumph marque an even hinted that the name may one day return to the showrooms.

We have been seeing lots of online talk lately regarding the subject, with several sources reporting that a roadster based on the MINI mechanicals is in the works. The car is said to carry the Triumph badge, while styling cues come from both the Stag and the TR4. Nothing official has been released by BMW on the subject, so at the moment this may all be wishful thinking. We'll keep you posted as we hear more.



**Clarence Engineering Co. Ltd.
Northern Ireland Distributors for
Standard-Triumph 1917 - 1975**



In this issue Part II

The Clarence Engineering Co. Ltd.

I first came across a reference to Clarence Engineering in the book 'Motor Makers in Ireland' written by John Moore which mentions that they assembled Heralds in Belfast.

Many books and magazine articles on Triumph cars refer to factories in different parts of the world, including Dublin, but none mention Belfast. Even the British Motor Industry Heritage Trust, in reply to my enquiries, could find no information and doubted Heralds were built in Belfast. Intrigued I started gathering information and found there was a lot more to the Clarence Engineer Company limited than I ever thought.

Since then I have spoken to a lot of people, listened to many stories but the facts have often proved elusive. Clarence Engineering has not been completely forgotten - many remember the showrooms in Ormeau Avenue. However memories are fading fast.

Standard, Triumph, Leyland and finally, BL - Clarence Engineering dealt with them all. Their story involves famous names like Alick Dick managing director of Standard-Triumph and Jack Brabham, the world motor racing champion. It includes the RAC Tourist Trophy at Dundrod and the Circuit of Ireland. The real story, however, is about local people, places and companies that may mean little outside Northern Ireland but are as much a part of our history as the Titanic or DeLorean.

What started as the search for a factory in Belfast that assembled Heralds has become a quest to piece together the history of Clarence Engineering. Many thanks to the Belfast Telegraph, Irish News and the Newsletter for permission to reproduce photos and help in tracking down information. I have found it a fascinating story, I hope you enjoy it too.

Paul Robinson
email: northernireland@tssc.org.uk
July 2006

In this issue we present part two of this great story, our sincere thanks to Paul Robinson for sharing this with our club. This represents a huge amount of research and effort by him. If you enjoyed it please drop him an email and let him know. He'd love to hear from our club. *Editor*

**1954-55
Clarence Engineering go racing**



Above: The pits at Dundrod. Like Le-mans drivers had to run to their cars. The Triumph teams are just visible at the far end

1954 - The year of Triumph

Standard's association with the International Tourist Trophy races can be traced right back to the events beginning when the race was held on the Isle of Man. Among the 40 cars in that first race in 1905 was one driven by Reginald Maudsley, founder of the Standard Motor Company. Alas he was not the winner of the first TT (it was John Napier driving a Arrol-Johnston). Maudsley, feeling he had made his point by taking part, did not enter the TT again.



Above: Triumph Super Seven

Triumph, still a separate company from Standard at the time entered its first Tourist Trophy race in 1928. By then the race was being held on the Ards circuit in Northern Ireland, a team of three Triumph Super Sevens were entered. Painted blue for some reason (possibly due to the class they were entered in), the Super Sevens were competing against supercharged Austin Sevens, Rileys and other much more powerful machines. Not surprisingly they failed to win any prizes and the Triumph name did not make another appearance at the TT until 1954 when the races were also being held in Northern Ireland but this time on the road circuit at Dundrod, in the mountains just above Belfast.

In 1953 the Triumph TR2 was launched and from the very beginning was a competition winner. By 1954 it was the car of choice at club level, driven by amongst others a very young Paddy Hopkirk. The RAC

International rally of March 1954 was the TR2s first major success and was followed with entries in the Mille Miglia and the 24 hour race at Le Mans.

1954 also saw Triumph return to the RAC International Tourist Trophy Race at the Dundrod road circuit in Northern Ireland. Although Triumph had no great expectation of winning, two teams of three TR2 cars were entered. I should point out that the term 'works team' bears no resemblance to modern works teams - for one thing most of the drivers were in cars they had paid for themselves. Factory support consisted mainly of tuning the cars in Ken Richardsons corner of the factory and, very importantly, the support including the pit crew provided by the Standard Triumph distributor in Northern Ireland - our friends in Clarence Engineering. Clarence Engineering entered cars as part of the works effort and John Johnstaone, who later became the managing director of Clarence, was one of the drivers. Much to Standard

Triumph's (and no doubt others) surprise they took both first place and runner up in the team award. All in all 1954 was a tremendous success for the factory and it was duly named 'The Year of Triumph'.

As I have already said two teams of three TR2s were entered in the 1954 race. One car, OKV 777, (pictured left) was works entered and raced under number 29. The other cars were privately owned.





Tom Blackburn's co-driver, Ted Lund, had experience of racing at Dundrod before. He competed in the 1953 race in a Jowett Jupiter although the car did not finish.

Car number 29, OKV 777, was, as described earlier, the works entry and had raced at Le-mans earlier that year. Co-driven by Ken Richardson, who was so closely associated with the development of the TR. This was not, as you might expect, the fastest Triumph during the race. In fact that distinction was earned by the third car of the 'A' team:

Car number 30, BI 6600, was co-driven by Ulstermen Charles Eyre Maunsell and Brian McCaldin. They had previous experience working together and of the Dundrod circuit, having co-driven a MG TD in the 1953 TT. That said the MG did not manage to finish the race. In 1954 the partnership of Eyre Maunsell and McCaldin had much greater success. Their Triumph was the first to finish, was the highest placed locally-entered car and finished in 19th place overall. Their only spot of bother during the race was when the seat bounced out of position on Eyre-Maunsell but a quick call into the pits sorted this.



In terms of the history of the Clarence Engineering Co. Ltd. the 'B' team is the more interesting. It consisted of cars 25, 26 and 27.

Car number 25, OKV 72, entered by Leslie Brooke and co-driven by him and Sir James Scott-Douglas.

According to the news reports of the time there was torrential rainfall on the Friday night (not rare in Ulster) and I imagine our heroic TR drivers must have got well drenched.



Car number 26, Ray Merrick & J. Maurice Tew - entered by Ray Merrick. Although the last of the Triumph cars to finish there was only three minutes between the first and last TRs.



Car number 27 (TZ 635) - J B Johnstone & Ian Titterington - entered by Jasper B Johnstone. This is the same Jasper B Johnstone who founded the Clarence Engineering Company Co Ltd. and had been the Standard Distributor for Northern Ireland since 1917. The J. B. Johnstone listed as co-driver was in fact his son John Brett Johnstone.



The Triumph pits were manned by a combination of Clarence Engineering and factory staff and friends of the drivers. Tom Blackburn brought his own home made refueling equipment (modified fuel cans) and his brother came along as a spectator. He took the photo below of Tom being refuelled.



Clarence Engineering closed for the day of the race so I imagine Jasper Johnstone and some of the staff went along to watch.



The Johnstone/Titterington car is shown above going around the infamous hairpin bend at Dundrod. A second TR2 (No 25) can be seen three cars behind.

Number 27 was the second TR2 to finish. It was both drivers first TT and while they had no mechanical

problems it was not quite a trouble free event. On one occasion Ian Titterington struck the bank twice at Wheelers corner and had to call into the pits with a badly damaged wheel. A second incident was when the car went on fire during an oil change! Quick action by the pit crew saved the car from serious damage. John Johnstone was quoted in the local press saying he "thoroughly enjoyed" his first experience of driving in the TT!

A Pleasant Surprise

Standard Triumph had no great expectations for either of the teams - this really was racing with the big boys- the RAC TT counted towards the world championship. Drivers included Hawthorne, Moss, Fangio and Ascari and the manufacturers taking part included Aston Martin, Jaguar, Ferrari, Masserati and Porsche.

Triumph, however, did very well indeed. All six cars finished and team 'A' took the team prize while team 'B' took second place.

After the race Standard Triumph promptly had the cars flown back to Coventry and all six, unwashed and just as they had finished the race, were sent on a tour around the UK Standard Triumph dealers. I wonder when John Johnstone got his TR2 back? More importantly where is TZ635 now?



Above: Cars 27, 28, 29 and 30 on display. Cars 25 and 26 are out of shot. Note 27 and 29 raced without bumpers, 28 and 30 left them fitted. Photo courtesy Ian Titterington

Team A was made up of

Number 28 (TTF 1) - Ted Lund & Tom Blackburn - entered by Ted Lund.

Number 29 (OKV 777) Robert Dickson & W. Ken Richardson- entered by Robert Dickson.

Number 30 (BI 6600)- Brian McCaldin & Charles Eyre Maunsell- entered by Brian McCaldin

Number 28 was actually owned by Tom Blackburn and purchased with the intention of taking part in the September TT race. It was delivered one week before the race. Sometime between delivery on the Saturday and when it was driven on to the Heysham to Belfast ferry on Wednesday 8th or Thursday 9th (It was a 12 hour sailing) Mr Blackburn must have found the time to drive the 1,000 or more miles need to 'run in' the engine! In the photograph below, taken on Thursday 9th, Mr Blackburn is described as 'familiarising himself with the Dundrod circuit' - one day before the official practice!

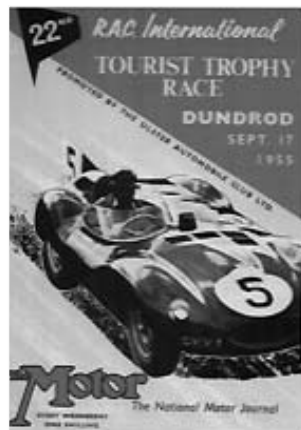
In the photograph the original windscreen is still fitted and the blanked out racing number is the only indication that it is not an everyday car. I have spoken to Tom Blackburn about the car and it was taken off the end of the production line and given to Ken Richardsons section for preparation. Modifications included competition suspension, overdrive, aluminium sump and al-fin brakes drums, 12 inch at the front and 10 inch at the back and an oil temperature gauge. The engine itself was standard other than being carefully assembled (Blueprinted). Later in the cars history it was fitted oversized, 2 inch, SU carburettors but not for the TT. Even on standard carburettors it went very well on the day!





Above: The winning cars outside a Standard Triumph dealer in England. Photo courtesy Ian Titterington

Ulster TT 1955



The pits at Dundrod 1955

1955 was the golden jubilee of the RAC Tourist Trophy and, the first year it was not run as a handicap race. Despite their success the previous year only one Triumph Team was entered. Nevertheless Standard-Triumph did send along a film Unit to capture the event. Recently uncovered and now available on DVD there are some excellent shots of the TRs (and Mercedes, Jaguars, Aston Martins etc).

The Triumph Team

Four out of the six A team co-drivers from 1954 returned Dickson / Richardson and Mc Caldin /Maunsell. Ian Titterington who was part of the 54 'B' team also returned but with a new co-driver - Wilbert Todd from Lisburn, rated by Ian as one of the finest drivers in Ireland at the time.

John Johnstone, who was co-driver with Ian Titterington in 1954, was meant to drive in 1955. However he was badly injured in the 1955 Leinster Tourist Trophy and had not recovered in time to compete. The accident is referred to in The Paddy Hopkirk Story. In the book he states "it was a downhill bit and I have always felt a bit guilty. I was perhaps pushing him a bit because my car was not as fast on the level parts of the course."

I was able to ask Paddy about it when we met in May 2006. He remembered the incident well stating that he was the first to come across the accident. He described the scene as a real mess with the car completely upside down.

The three Triumph TR2s in 1955 were:
 Number 21 (PKV 376) Robert Dickson & W Ken Richardson - entered by Robert Dickson.
 Number 22 (TZ 8493) Brian McCaldin & Charles Eyre Maunsell - entered by Jasper B Johnstone
 Number 23 (TZ 8492) Wilbert T Todd & Ian Titterington - entered by Jasper B Johnstone

All three cars were british racing green. Number 21 had a band of red painted around the radiator air intake. One of the works cars entered in the 1955 Le-Mans 24 Hour race, it is described in the programme as a TR2 prototype. The local press speculated on how much better this car, fitted with disc brakes, would perform compared to the other two Triumphs.

Number 22- McCaldin, had a very distinctive black and white band around the radiator intake (as had the car he used in 1954) while number 23 had two yellow stripes along the front of the car, curving around the radiator air intake. These made the front of the car look quite different from the other TR2s



Pre race scrutineering was held in Harry Ferguson's garage in Adelaide St Belfast



Charles Eyre Maunsell the pits Dundrod

Two out of three ain't bad!

The focus of the 55 TT was the battle between Stirling Moss (Mercedes) against Mike Hawthorne (Jaguar). Mike's co-driver was local driver Desmond Titterington - cousin of Ian in the TR2)

Further down the field Triumph were competing in Class E- 1500cc - 2000cc. The local press predicted that L Belucci in the Maserati would win with Ken Wharton's Fraser Nash in second place. R Dickson and Ken Richardson in the TR2 close behind.



Car 21 Dickson/Richardson trying to keep ahead of the pack.

Alas for Triumph this was not to be a re-run of their 1954 TT success. Car 22 (TZ8493) retired with trouble with the fuel system. Brian McCaldin spent some time in a field of the course fitting a new fuel pump but to no avail. 18 other cars did not finish including Ted Lund who competed in the 1954 TT in a TR2 but for 1955 returned to his first love- MG.

Car 23 (TZ8492) driven by Todd and Titterington came in 21st despite blowing a rear shock absorber earlier in the race (there were 56 entries) and second in class, beaten as predicted by a Maserati. They also came in a full lap ahead of the Dickson/Richardson Le Mans TR2 despite its disc brake advantage!

The last TT at Dundrod

1955 was the last TT to be held at Dundrod. The circuit is made up of rural roads on the top of a mountain and very different from the aerodrome based circuits used elsewhere. Mindful of the deaths at Le Mans earlier that year the Ulster Automobile Club made a number of improvements specifically aimed at protecting spectators.

However the race was to claim the lives of drivers rather than spectators in two separate and horrific accidents. There was an outcry in the English press and the circuit was subsequently deemed unsuitable for car racing (it continues to be used for motorcycle racing to this day) On that tragic note ended Clarence Engineering's involvement in the RAC Tourist Trophy.



Neil Faulkingham's beautiful TR3A, Dundrod 2005

Celebrating Triumph at Dundrod

The 17th of September 2005 was the 50th anniversary to the day of the last TT race at Dundrod and the last time Triumph entered a team. To mark the occasion the Triumph Sports Six Club decided to organise an event "Triumph at Dundrod" and that's exactly what it was.

Lisburn City Council, who own the Pits at Dundrod gave their permission to hold the event and supplied a 60 ft x 30 ft marquee, 50 chairs, ten tables, a PA system and provided electricity and water for the day. Northern Ireland members of the Triumph Sports Six Club organised the display stands, baked the buns, made the sandwiches and did the hundred and one other things needed to make an event a success.

Tom Blackburn, who raced in the 1954 TT for Triumph came along as did Ian Titterington, who competed for Triumph in both 1954 & 55. The first meeting in 51 years of the two former works drivers was very special. It was worth organising the event just to make that happen. In addition to the works drivers there were other special guests- including the Mayor of Lisburn and the Secretary of State for Northern Ireland, the Right honourable Peter Hain MP and his wife.



Above: From left to right> Peter Hain MP, Secretary of State for Northern Ireland, Ian Titterington and Tom Blackburn, Triumph works drivers.

The Mayor of Lisburn unveiled the plaque commemorating the 50th anniversary of the last RAC TT at Dundrod and the 100th anniversary of the first TT in the Isle of Man.

This was followed by a short memorial service, led by Canon Irwin from St Marks, Lisburn and the laying of wreaths in memory of the three drivers who died in the 1955 race. After this sobering reminder of the dangers of racing the works drivers and guests departed to drive around the route of the TT course with a beautiful red TR3A in the lead.

That marked the official end of the event but that evening a dinner was held in the Holiday Inn, Ormeau Avenue, Belfast with the two works drivers as special guests. The hotel is built on the site of the former Standard-Triumph Distributors for Northern Ireland, Clarence Engineering and was a very fitting location to mark the end of "Triumph at Dundrod"



Triumphs starting to assemble at the Dundrod pits to celebrate the 50th anniversary of the last TT at Dundrod.



Painting of Ian Titterington taking part in the 1954 RAC Tourist trophy Race at Dundrod. The painting is by local artist Debra Wenlock and copies were presented to the works drivers Ian Titterington and Tom Blackburn at the 50th anniversary dinner held in 2005. Another painting is currently being commissioned of the 1954 race, this time featuring Tom Blackburn.

Paul Robinson

The Incredible Photo Page



Pls. consider this pic for publication in the Ragtop, which by the way is also incredible, very enjoyable reading!

This photo was taken at our British Sports Car club "Classic" car show in 2003, it's great don't you think. Sorry do not have the dog's name or the owners.

Cheers!.....Carolyn McGaw



left....
Coming soon to an airport near you.....how's your life insurance?
from reader Michael Vollmer



Here is the fast way to unload pesky overhead luggage compartments....from reader Michael Vollmer

The winner of "Not My JOB" award for 2006.
sent by Bob Bieler



above... yes size does matter!
left... "Something that no member of the TTC has likely ever done! I think this would make a great game for the next Classic!"
What else can be said here.
thanks Wayne for these 2 gems!



CANADIAN CLASSIC 2007

Enjoy a weekend in the southern part of the Niagara Peninsula. Drive along the shores of Lake Erie and through the scenic back roads of the Niagara Escarpment. Wine tasting, dining, ice cream and exquisite shopping....what more can you ask for?

When: July 26th -29th, 2007.

Where: Welland, Ontario

Hotel: Best Western 905-732-0922 for reservations

Hosts: Dawn & Roger Elliott 905-735-6957

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NEW MEMBERS

Liz and Michael Lant	Oakville	TR6	1972
Kenneth & Christine Lang	Kitchener	TR3A	1960
Robert Flynn	Toronto	TR7	1980
Frank & Patricia Lombardo	Hamilton	TR6	1973
John A Craig	Markham	TR6	1975
John and Anne Kearsley	Elmira	Spitfire 1500	1976
Jay and Penny Murray	Toronto	TR8	1980
Doug & Debi Massey	Oakville	TR6	1973
Peter & Denise Warren	Etobicoke	Spitfire MK4	1967
Vasco DaSilva	Cambridge	TR6	1974
William & Christine Lyons	Palm Beach	TR6	1975
Bill & Joanne Clark	Brantford	STAG	1973
Ken & Susan Aitchison	Woodstock	TR6	1974
Ron & Nancy Trimmer	Bolton	Spitfire	1970
Steven & Elaine Smith	London	TR6	1971
Rodney & Pat McNamara	Toronto		
Patrick Hodgins	Sutton	TR6	1974
Dr. Robert & Irene Downey	Chatham	GT6+	1969
		Spitfire 1500	1977
Evelyn & Jim Holubeshen	Dundas	Spitfire 1500	
Scott & Kerry McCoy	Peterborough	TR8	1980
Dan & Sheila Service	Bowmanville	TR6	1976
Peter & Laura Payette	Bolton	Spitfire MK4	1971
Richard and Lisa Koroseil	Ancaster	Spitfire MK4	1975
Jeffery and Laurie Clayton	Toronto	TR7	1980
Ken and Nadine Shaddock	Washago	TR6	1976
Alain and Kim Amar	Aurora	TR6	1975
Anne and Roman Yacyshyn	Toronto	Austin Seven Tourer	1934
Alex and Anne Frickleton	Richmond Hill		
Larry Llewellyn	Toronto	TR7 Cpe	1977

The TTC. is pleased to welcome these new members and their wonderful cars to the club.

New members are critical to our survival as an organization and we thank them for their support.



MEMBERSHIP RENEWAL FORM

PLEASE LIST YOUR TRIUMPH CARS

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Spouse: _____

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Province/State: _____ Postal Code: _____

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Work: () _____

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Model: _____

Year: _____

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Model: _____

Year: _____

Commission No.: _____

Annual dues are \$35.00, due on May 1 every year.
 Payment may be made by cheque or money order (Canadian funds), payable to the 'Toronto Triumph Club'.
 If you wish to pay your membership fee with your VISA card, please complete the following.

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NAME on CARD: _____

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PLEASE DETACH AND MAIL YOUR APPLICATION TO:
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Club Meeting Ideas Required

In an effort to bolster meeting turn outs and to make the meetings as interesting as possible for next year we would like some membership feedback on meeting topics and outings. The meetings that have traditionally drawn the most support in the past are either social events like the BBQ in the summer, or organized outings like the welding seminar for example.

If you have any topic ideas that would be interesting to the club we would like to hear from you. If you have a particular skill you would like to learn about, let us know so we can source out either the information or arrange for a company or specialist to put on a seminar or a facility tour. The more ideas we have the better we can formulate an interesting line of events for the upcoming meetings.

Please forward any thoughts or ideas to Brian Clark at bclark4@cogeco.ca

Captain Brown #1190

“We Will Never Surrender”

It was these wonderful words from Sir Winston Churchill that popped into the good Captain’s Head after reading Second Fiddle’s comment in the last *Ragtop* – something to the effect that “*Brown was merely a faded red*” and pondered when would Captain Brown realize this. Could this be a jab from the re-sale Red Camp? – now that Team Yellow has joined forces with Captain Brown – we all read about Bob & Dots Brown stripe on the fresh Yellow Wedge. What is next? Green TR’s poking fun at Captain Brown – no the good Captain must set the record straight.

Well my Triumph Friends I sit here today with pen and paper ready to set the records straight – and if I get this done by 1700h I can also submit it to the Bodleian Library for all mankind to see. And speaking of Oxford (birthplace of Morris Garages) the *Oxford Dictionary* defines Brown as “the colour given by mixing red, yellow and black together or by toasting bread (as a distinguishing epithet)”. Hmm seems to me as though Red is merely a component of the greater desire to be Brown. Much like malted barley is but a component of single malt Whiskey. Why many a person desires single malt Scotch – only those with a finer pallet can enjoy it and understand its intricate nature. You see my friends, Brown is not for everyone – you must work at understanding Brown. If we all understood Brown – well then it would be much like Red.

To look at the old colour spectrum (come on we can all remember high school) Red, Orange, Yellow, Green, Blue, Indigo and Violet or “Roygbiv” are all the colours – hmm seems like Brown is not a primary colour – ahh once again we see that Brown is for those that can appreciate the true nuances of life. Why is Brown not often called one of the warm earth tones? Giving a sense of warmth and comfort and goodness and something that we can seek comfort in. And depending on your faith or creation vs. evolution theory then the “Big Guy” must also like Brown, as it is part of his creation Mother Earth.

So you can see my Triumph Friends, Brown is not and never shall be a simple faded shade of Red – for Brown is something that is special and rare and it must be cherished and admired and persevered for future generations to enjoy and sit in awe at. Why the very statue of Sir Winston Churchill featured here is actually Brown in colour – as with age the Bronze has taken on the patina of age just as the wonderful Russet Brown, Maple Brown and yes, even Sienna Brown Triumphs will take on a lovely shine and continue to be Brown – and we all know what Brown cars say: “we will never surrender”.

When Red fades, it becomes pink and pink to me signifies Mary Kay Cosmetics and conjures up images of pink Cadillacs. While ‘Pink Cadillac’ is a great tune by Aretha Franklin and may sound good on the old stereo as we fly our Brown Beauties down the great highways and bi-ways of life it’s not as distinguishing as Brown. But our Brown cars shall wear their colours proudly and shall keep the dream alive – ahh for us lucky few who have reached nirvana and achieved the lofty goal of owning a Brown Sports car.



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**For Sale: 1975 TR6: French Racing Blue:
\$29,999 CDN / \$25,999 US**

Background:

The car has had numerous upgrades, following the "Triumphtune Pluskit D" specifications as well as performance upgrades outlined in the "Kas Kastner Performance Manual". While maintaining a stock appearance, power has been increased to ~160hp. When the car goes to the British Car day (Bronte, Ontario), it always receives a "top 3 in class" placing (~75cars in the class / '73+ Rubber bumper).



Service:

The regular service, and many of the upgrades have been performed by Phil Allen, of BritCar, over the past 10 years, and he knows the car inside and out.

Engine:

The engine was rebuilt John at BVR (British Vintage Racing). Triumphtune (TT): Tubular push rods; TT "Fast Road 83" camshaft; TT Lightened Cam Followers (lifters); .30 Over pistons; TT: Competition 16 row Oil cooler (5/8" unions) with TT braided Aero-quip lines and thermostat.



Cylinder head: Shaved, Ported and Polished (10:1 compression per Kaster specs). Triumphtune: Air flowed valves (larger intake valves); TT Competition Valve Springs & TT Aluminum Valve Caps; TT Bronze Valve Guides.

Carbs / Fuel system:

Triple Weber carbs (3 x 40 DCOE) with 16mm Short Ram Stacks; 3 K&N 1.75" filters; (& 3 spares); Many spare weber Jets, Emulsion tubes (~50 pieces in all). Triumphtune: "Aero-quip" fuel lines; "Filter King" regulator, "Pacet" electric pump

Electrics:

Triumphtune: Re-curved distributor; Piranha Electric Ignition; TT 8mm Silicone spark plug wires; Lucas "Sports" coil.

Exhaust:

Triumphtune: Stainless exhaust with twin 24" oval silencers (mufflers), TT Headers (6 into 2) that have been "Jet Hot" coated.

Suspension:


Rims: Panasport 15x6 / Tires: Pirelli P6000 (95% tread remaining); Brakes: Wilwood 4 pot front calipers; Triumphtune: Vented brake rotors; "Aero-quip" Braided Brake Lines; Spax (adjustable) FR & RR shock TT conversion; Competition springs (std height), TT Solid aluminum steering rack mounts; ADCO sway bars: 7/8" front / 5/8" rear with Urethane bar mounts and end bushings

The items listed above are complemented by many other beautiful parts. I have owned the car for close to 20 years, but other cars in the garage have necessitated the possible sale of Bluey. The car has been treasured and pampered during this time, and is now looking for a new home.



Contact:

Mark Armstrong (Oakville, ON)
cell: (416) 471-5613 (5-9pm)
bluetr6@sympatico.ca



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Classifieds

1972 TR6

Emerald green with black interior. Never (intentionally) driven in the rain, stored winters. Professionally maintained, now leaking oil but not burning any. Solid body with no rust. Shows extremely well with sparkling new chrome and very good paint. Interior in great shape, all gauges work. About 105,000 mi. No time to drive - 4 times each of the past 3 summers. \$11,500. Scott 416 254-5973 sg@boomart

1962 TR4

Rarer "white dash - straight axle" version. The car is in very nice shape and quite reliable. Just returned from a week in New England and the car ran great. New tires and Panasport rims, new top, recently rebuilt transmission (has OD), re-cored radiator, re-lined fuel tank, solid engine and drive train, seats and interior recently re-upholstered, gauges rebuild, up-graded Weber side draft carbs, roll bar and many other repairs and upgrades. \$16,000.

Ric Allison cell (416)2725004

1979 TR7

Convertible fairly solid car in need of top and interior work stored for many years 1500.00 obo. Contact Mike (519) 456-8309 Woodstock or deweerdm@rogers.com

1976 TR7

Coupe for sale for 2500 or trade for interesting old car. Located in Pennsylvania. Car came from California so body is very restorable. Orange in colour, has a sun roof, not roadworthy. Now needs restoration. Email bertie@epix.net

1975 TR7.

Why restore when this one's ready to go! 1975 TR7 coupe, 4spd, lowner, 41000 original, rust-free floors, trunk, engine compartment, etc. Everything works. Starts runs great. Undercoated in 1975. \$2400 certified Ron (705)357-3433 E.of Newmarket. More pictures available upon request.

1980 TR7

Spider 60,000 miles. Rebuilt carbs, spin-on oil filter adapter. Runs and drives. Seat covers ripped. Included is a rebuilt 1980 Buick V6 and John's of Dallas Conversion Kit (minus springs). \$2,500.00 or BO. Located in Buffalo, NY area. Buyer is responsible for shipping. Email if interested at lancer2101@hotmail.com

1974 TR6

6 cyl-4 spd. /dual Stromberg's; Signal Red ext. with blk. int.; new paint, tires, msc. trim; exc. body with no rust on frame and body; exc. mech. and running cond.; all instruments functional; good oil pressure; original South USA car; needs carpet and top. Asking \$ 9500.00 O.B.O. Call 519-367-3108

1962 TR4

Complete car, unfinished project. Indoor stored for 20 years. Much work done including sandblasted frame, rebuilt suspension, many other parts new in box: wiring harness, brake discs, moss standard carpet kit etc etc. Body is solid but panel fit is very poor. Has a TR3 rear axle and TR6 rims. Last started engine 6 years ago. Spare engine long block. Growing family means I have no time to work on it. Car is located in Dundas, Ontario. \$2,500 OBO. Will not part out. Email dougtammy@hotmail.com for questions or more pictures.

1972 TR-6

Sapphire blue on shadow blue (very rare colour) new carpet by Diamond Trim new tonneau cover by Diamond Trim new front Pirelli tyres new gas lines 2005 complete tune up stored indoors (will keep until spring of 2006 mileage around 46,000 original (the car is covered for the winter so exact is n/a) good solid car top in good shape Call Brent @ 416-676-3013 or office @ 905-953-9995 x 102 or email brent@skate-mate.com

1979 Spit-6

Please be kind to my baby.....1979 Spitfire. This car is a cross breed... 79 Spit & 73 GT-6. The body is a Spit and the frame and drive train is a GT-6. Once featured in the Ragtop magazine. Red on black, approx. 60,000 miles. Boxes and boxes of spares...doors, engine block, carbs, manuals, gauges, etc..... I have owned the Spit 6 for approx. 12 years. It has been a great car and everyone in the T.T.C. have been great too. I have just lost interest. Will sell cert., or uncert. I will store until nice weather too. I am open to all offers. Please call Ken 705-737-0069 (Barrie)

1980 Triumph TR7

Convertible 106,983 kms - 3rd owner - never winter driven 5 speed - new tires - cd player - mechanically sound No rust but needs a paint job to be really nice Fun to drive and runs well. More pics available - car in Montreal area Asking \$5500.00 Call Joe (514) 808-7105 or email jofas@videotron.ca

1965 TR4A

Complete for Restoration Stored inside last 10 years, partially stripped down. Brand new convertible hood, 4 extra wheels and replacement hood. Body and Chassis in fair condition. All brightwork present. Engine running when it went into storage. \$2500. call Trevor @ 905 727 4009

1975 TR-6

Good condition 60,000 miles, red/black interior new CD. player installed asking \$12,000. obo. Call Peter White (905) 732-0058

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Carbureted in excellent running condition. May include transmission. Reasonable offer. Don Turnbull 416-652-1785 Toronto.

1970 Spitfire

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1959 Triumph TR3A*

BRG, red interior, great condition, fully restored 10 years ago, all original drive train, will send appraisal and pictures on request. \$16,000 obo. Located near Lindsay, Ontario. Contact John (705)-357-3565 or email jgalle@interhop.net

1974 TR-6

Turn key beauty ready to drive. New body paint and interior, detailed engine, red line tires, rebuilt carbs, new exhaust and lots more. This car runs and drives exceptionally well, check this one out before buying any other. Bright red, asking \$16,500. Call 416-658-6408 or e-mail mrcookieman@hotmail.com

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-Contact : clairebaby@yahoo.ca

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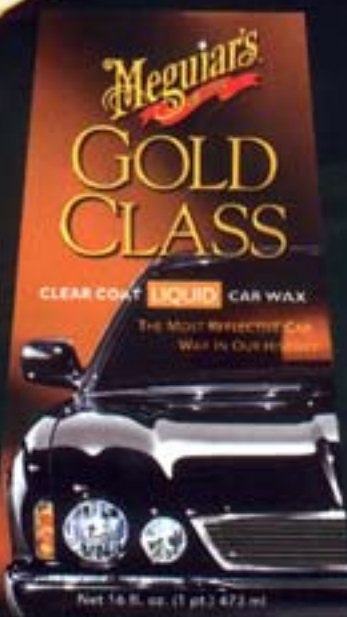
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