Around the lake
Triumphs Run Circles on Sold Out Tour
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**Summer 2010**

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**On the Cover**

Clive Huizinga keeps his flock of Triumphs together on the Cape Vincent ferry—see photo round-up on pages 20-25

Photo by Andrew Grace
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Season in Full Swing

It is almost the end of June as I write this and we have certainly been very busy since the last edition of Ragtop. Our driving season is in full swing and we have already had a number of great events. I made it to Stratford along with 31 other Triumphs and 18 MGs for the annual Spring Fling. This year’s event was hosted by the MGCC and Chairman Peter Mittler did a fine job of entertaining us for the weekend. I was one of 70+ TTC members who showed up at the Busby Park BBQ and picked up some tips on BBQ’ing from our meeting coordinators Brian Clark and Jack Wilkie. The 2nd running of the “Around the Lake” tour was a tremendous success and I was fortunate to be one of the 30 cars to participate in this great adventure. Special thanks go out to Clive & Jaquelyne Huzinga and Robin & Ria Searle for all the planning, preparation and stress that went into running this event. A great time was had by all.

The next few months are also filled with great events and I encourage you to get out and drive your Triumph. David and Gloria Fidler have been busy putting the finishing touches on the Silver Anniversary Canadian Classic at the lovely Deerhurst Resort in Huntsville, Ontario. Don’t forget Brits in the Park in Lindsay and Brits on the Lake in Port Perry for great day outings with your LBC and friends in the TTC. Be sure to visit the Events Calendar on the TTC website or look in this issue, for more information on these great events.

Our British Car Day Committee has been working hard as well and as Chairman this year, it has given me a better understanding of the tremendous amount of work and organization that goes into putting on this big event. This year we will be celebrating the 40th anniversary of the Triumph Stag and we hope to have as many as 40 on the field in September.

We are at the halfway point of our driving season and I encourage you to get out there and drive your car. The event in Lindsay made it to Stratford along with 31 other Triumphs and 18 MGs for the annual Spring Fling. This year’s event was hosted by the MGCC and Chairman Peter Mittler, did a fine job of entertaining us for the weekend. I was one of 70+ TTC members who showed up at the Busby Park BBQ and picked up some tips on BBQ’ing from our meeting coordinators Brian Clark and Jack Wilkie. The 2nd running of the “Around the Lake” tour was a tremendous success and I was fortunate to be one of the 30 cars to participate in this great adventure. Special thanks go out to Clive & Jaquelyne Huzinga and Robin & Ria Searle for all the planning, preparation and stress that went into running this event. A great time was had by all.

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We now have a up-to-date website and the ability to accept PayPal payments for things like membership renewals or event registrations and you do not need your own PayPal account to use this feature. This is indeed a big step forward. We are sending out frequent electronic newsletters to keep you apprised of upcoming events and deadlines. We have also been testing a new ‘live forum’ software and you can read about this on page 10. Last but not least, we have Ragtop magazine, a club magazine that is unrivaled by any other I have seen and one that we should all be very proud of.

— David Tushingham

GARAGE SALES!
That’s right. Check out our annual Spring or Fall Garage Sales and browse endless deals.

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The theme for Summer Party this year will be “24 Hours of LeMans.” Participants can dress up or turn their cars into LeMans racers. Events will include Drag Racing, Poker Rallye and Mountain Tour, LeMans Start Contest, Autocross, Social Events, Parties, Concours d’Elegance and much more. Inexpensive camping is available on the polo field at TRF, and a list of local hotel accommodations can be found through links from our web site. For more information and a registration form, please refer to the web site.

Subscribe to TRF’s E-Mail Newsletter

Every week, twelve-thousand Triumph and MG enthusiasts in countries around the world receive an E-Mail Newsletter from Charles Runyan. The newsletter always includes wonderful offers on parts, shipping deals, and other TRF news. The newsletter includes links to current Web Site Specials and Weekend Features which change every week. To subscribe to the newsletter, please follow the simple instructions found on the TRF home page. Note that unsubscribing is also easy if you change your mind later.

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Hundreds of customers of The Roadster Factory belong to TRF Car Club. The club exists to promote TRF Customer loyalty, and it includes $300.00 in gift certificates each year that you can use as cash to purchase parts. Dues are $100.00 per year, but you also get a parts credit in the amount of $100.00 every year after the first. You will receive a membership card and sticker. Beautiful club logo. Great T-shirts available. Please join on-line, or just phone the sales line, and ask to join TRF Car Club…

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Meeting Reports

May

Some great Spring weather saw us back at Jake’s Boathouse, but this time we had more than 25 Triumphs turn out for an impromptu Show n’ Shine. Jake’s sectioned off most of their main parking lot so we could have our cars together and we filled every spot. TR3’s, Spits a TR4 and 250, plus the ubiquitous Sixes, were all there for us to admire. Bar food was served in the Chart Room, but unfortunately there was a bit of a snafu concerning the quantity of chicken wings and veggies ordered, which meant that many people missed out. We’re very sorry if this included you and we promise to count heads better next time!

We were very pleased to see a lot of new and also some returning members there. One or two have been members for a few years, but had never attended a meeting before! Well, we hope to see you all at many meetings in the future, your attendance is always appreciated.

June

Our annual BBQ was held once again on the river at Busby Park in Oakville and pleasant weather was enjoyed by over 70 members, wives and guests. Jack Willekes and Brian Clark cooked the food, while their wives prepared fixin’s, thanks very much for all of your hard work guys!

Mike Kadzielawski, a member of the American TR6/TR250 Club “6-PACK” joined us from Cary, North Carolina. Mike was in the Toronto area on business and it was great to have him along (he’s the one with the flat cap next to me in the group photo).

Future meetings

Attendance at our meetings has grown tremendously this year and the meeting organizers and your executive thank you for your support. We are always open to suggestions for new places to meet and events to enjoy, so please send your ideas to: president@torontotriumph.com or mention them to any of your club officers.
Hot on the heels of my announcement in the last issue of Ragtop, I’m pleased to announce many more improvements to your website.

The membership database is now searchable by City, Car Type or Member’s last name. You no longer have to use guesswork and a lot of time consuming ‘narrowing down’ to find the information you need. Really handy if you want to find all the TR6 owners in your area, or the phone number of that new member you just met at one of our meetings!

You can now pay for a new membership or renew one using the PayPal online payment system. You DO NOT need your own PayPal account to do this, just follow the simple instructions and you’ll be able to pay instantly by any major credit card. If you do have a PayPal account, then you can also use a debit card or any money in your PayPal account. It’s all very easy to use, secure and instant.

We are implementing a “pre-registration” area for British Car Day. This is also linked to PayPal, so you can pay your $15 per vehicle registration instantly. Everyone who attends British Car Day will have access to this (not just TTC members).

Finally, by the time you read this, an online Forum will be available for TTC members and non-members to post questions and comments about the club, their cars or anything in general. It’s easy to use, you just need to choose a cool username (mine is ‘FlyingFid’) and a password, then you can post away. Forums are a great way to keep in touch with your friends in the TTC, talk to potential new members and others who own Triumphs, help people with technical problems or just to describe a great drive or vacation you’ve enjoyed.

Please visit the club website often, changes are happening almost daily and there will be lots for you to see and do as we continue to improve it. Coming up next?... hopefully a club shop where you can buy regalia, clothing, souvenirs and books at great prices... watch this space!

The price for on-site registration will be $20 per car, payable at the gate. All British car clubs who are members of British Car Club Insurance (BCCI), are being sent a notification about pre-registration, to circulate among their members. Please tell anyone you meet who is planning to attend that the entry fee is still $15, as long as they pre-register. Cut-off date for pre-registration is August 31st.

Thank you for your cooperation and understanding, we look forward to seeing you all at British Car Day on Sunday, September 19th, 2010!

Save Time & Money - Pre-register For British Car Day!

by BCD Committee

We are in full swing organizing this year’s British Car Day event and it promises to be better than ever.

During the last couple of years, we have faced many challenges due to the recession, not least of which was losing our biggest sponsor and then there’s been our ever increasing costs (why do they never go down in a recession?). We are a relatively small club and this is the largest one-day British car show in North America, which brings with it equally huge costs.

To ensure these costs are fully covered, every year we review our pricing for registrants and vendors. We do know that times have been tough and in respect to everyone who supports and enjoys British Car Day, we have kept our prices the same for many years.

The good news is, we can continue to charge our usual $15 per car by offering everyone the option to pre-register online using PayPal (no account required), at our website: www.britishcarday.com

Pre-registering saves you time and money! You’ll avoid the line-up for registration and can use our ‘Fast Lane’ access to the park, which gets you to your parking spot faster. Once you have pre-registered, you will receive a windscreen card in the mail, just display this and use the ‘Fast Lane’ and you’re in!

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ragtop

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A great event hosted by the Victoria British Car Club held in Victoria Park, Lindsay. More information can be found on the Victoria British Car Club website at: www.victoriabritishcarclub.ca

Friday, 23rd - 25th, 21:00 pm
401-PACK Chapter mini-Trials
Ottawa, Ontario
If you are a TR250 or TR6 owner then this is the event for you! Come join other TR250/TR6 owners for a weekend of fun in and around the Ottawa region with the Ontario/Quebec chapter of 6-PACK, the "401-PACK", for more information on the 401-PACK, please visit this link.

August 2010

AUGUST 2010
Sunday, 8th, 9:00 am to 4:30 pm
Bris on the Lake 2010
Port Perry, Ontario
The second annual Festival promises to be one of the best British car/bike/bus events that you'll ever experience! 'Bris on the Lake' will add all of the nostalgia and beauty associated with British family saloon cars, sports cars, motorcycles and buses in a perfect fit with the charming atmosphere of Queen and Water Streets in Port Perry. www.britsonthelake.com

Sunday, 8th, 9:00 am
First Annual Valve Cover Race
The Durham Eastenders are running their 1st annual Valve Cover Car race at the Brits on the Lake show at Port Perry in August. The cars are self propelled... no rubber bands, motors, gears, rocket propulsion etc... and are made out of valve covers (rocker, cam covers etc.) Rules for Durham Eastender Valve Cover Races are available at: www.eastendersbritisharcclub.info

Friday, 13th-15th, 4:00 pm
401-PACK Chapter mini-Trials
Ottawa, Ontario
If you are a TR250 or TR6 owner then this is the event for you! Come join other TR250/TR6 owners for a weekend of fun in and around the Ottawa region with the Ontario/Quebec chapter of 6-PACK, the "401-PACK", for more information on the 401-PACK, please visit this link.

August 21st 2010 11:00 am - 5:00 pm
Shaw Festival
Vintage British Motorcar Exhibition, Shaw Festival Theatre
10 Queens Parade, Niagara on the Lake, Ontario
All British Cars Welcome, $10 at the gate.

SEPTEMBER 2010
Thursday, 9th-12th, 9:00 am
2010 6-PACK Trials
Oxford Ohio, Sept 9th-11th
This is the annual National convention for the Triumph TR250 and TR6 Club of America - 6-PACK. Members of the Ontario/Quebec Chapter of 6-PACK, the ‘401-PACK’, will be vanning down for a weekend of fun. Come join us! For more information on the 2010 6-PACK Trials, please visit the 6-PACK online forum at: www.6-pack.org or triumphtrials.jimdo.com Visit the ‘401-PACK’ Chapter Forum at: www.6-pack.org/6spack/Jphpbb2/viewforum.php?f=27

Sunday, 19th, 9:00 am
27th Annual TTC British Car Day
British Car Day is hosted by the Toronto Triumph Club. The event is the largest all-British one-day car show in North America, with visitors from all over Canada and the northeastern United States. Over 50 British-related vendors offer their new and used goods for sale, including car parts, whole cars, t-shirts, hats, tools, books, supplies, and so on. Many vendors offer end-of-season specials so there are lots of bargains. The venue for British Car Day is Bronte Creek Provincial Park, about 20 minutes drive from downtown Toronto, conveniently located at the Burlaaks Drive exit, north off the Queen Elizabeth Way. You can now pre-register your vehicle at www.britishcarday.com and save $5 off the on-site registration fee.

OCTOBER 2010
Saturday, 2nd-3rd, 9:00 am
British Sportscar Leaf Peeping Rally
Primary contact & organizer is TTC member Robert Polutnik, ropolutnik@technolucints.com Please visit this link for further information. www.technolucints.com/LPR/2010/2010_Leaf_Peeping_Rally.htm

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When a pinhole developed at the upper hose connection tube, I realized it was time to install a low point drain in the radiator instead of busting my knuckles trying to wrestle off the lower hose and possibly damaging the lower hose connection, every time the cooling system needed attention.

I jacked up the front end onto stands and crawled under to mark a location on the radiator that would be accessible and permit the installation of a valve, without any conflicts. At this point the radiator is removed and after center punching the location (punch lightly) prepare the surface as shown, then using a Unibit, gently drill a hole approximately ½" diameter, so that the shoulder of the hex rests on the radiator and acts as a stop. After making sure that all surfaces are cleaned and flux is applied, heat the copper fitting with a torch making sure to avoid applying the flame directly to the surface of the radiator. Using regular plumbing type solid core solder, touch the solder to the radiator (not the adapter) testing to see when the temperature is sufficient to permit the solder to properly flow. As the solder flows around the fitting (capillary action is a wonderful thing), remove the heat and let it cool. Note that the original solder on the radiator surface was not disturbed. When it cools, clean it up, repaint and install the valve and plug.

Parts List
- 3/8" Copper x male adapter
- 3/8" Ball type gas cock
- 3/8" brass plug
- Plumbing type solder and flux
- Benz-o-matic, or plumbers torch
When I began restoring my ’74 TR6 5 years ago, the first thing I removed were the rotten front fenders to gain access to the sills. Once removed, I was greeted by two small rubber hoses protruding through the side panel not more than 5 inches long. The design intent was to carry water (and debris) that entered into the scuttle vent on top to exit out the hoses and drain out the vehicle via two small indentations formed in the sill. If your car spent most of its life in the snow belt, as mine did, then it was susceptible to road salt and freezing/thawing water sitting inside this dark cavity. After 30+ years, the lack of rust proofing in this area took its toll (photo 1).

After many hours of metal work and painting, I was determined to find a solution to prevent water from entering this area. 6-PACK member Paul Rego came up with an elegant solution using the drain plugs off a 65-66 Mustang. The nice surprise is that this upgrade can be accomplished for about $20.

Parts include: 5/8" OD x 1/2" ID vinyl tubing, Home Depot, $8.00, 2x Small hose clamps, Home Depot, $1.25 each, 2x 1/4" Wire clips, Home Depot, $1.95, 2x 1/4" Machine screws, washers, and nuts, 2x Rear Quarter Drain Plugs 65/66 Mustang, Part number 11201 01, Mustangs Unlimited. com $2.95 each, body sealant or caulking of your choice. Just a couple of assumptions: Your front fenders are off the car or the splash shields can be removed to gain access to the cavity behind the fender.

You can gain access and remove the existing rubber hoses located at the far corners, behind the dash. The first step is to clean/unplug the vent area on top of the scuttle. If you have taken off the plastic grill or vent door, now would be a good time to clean out the inside area with a rust preventative. I used a long, flexible brush with a small brush attached to the end which was soaked with POR-15. Make sure you have a bucket to catch the liquid exiting out the drains. Next, slip the hose clamp over the end of the vinyl tube and place it on the nipple end of the drain and secure. The nice part about vinyl is that it is much more flexible than the hardened hose it is replacing (photo 2). You can feed the other end of the hose through the hole in the side panel (photo 3).

I am using new splash shields from The Roadster Factory. You will need to drill three holes. Two outer holes attach the rubber drain plug and the larger center hole is the exit for the vinyl tube. The drain plug holes are 2" apart and the vinyl tube hole is ⅛" from the lower drain plug hole. With the vinyl hose hole, I used a step drill bit to create a hole that was slightly undersized so the tube would pass through the hole but would be held in place with friction. Use safety glasses when drilling/deburring the holes. I used a small section of tube to determine the correct diameter (photo 4). The holes for the rubber drain plug are ⅛" for the lower, ⅜" for the upper plug holes are 2" apart and the vinyl tube hole is the exit for the vinyl tube. The drain plug will need to be removed with a pair of scissors. Once removed, the vinyl tube will be able to slip inside the drain plug. The rubber drain plug has two mushroom heads that need to squeeze through the holes. They are a little tricky to push through, a little dish wash soap will help seat them in place (photo 8).

Next step, to prevent the hose from loosening or hitting the inside of the fender, I secured the hose with a ¼" wire clamp. I drilled a ⅛" hole through the side panel, in the ribbed area. I did this so the head of the bolt used to secure the clamp would not interfere with the interior kick panel. I used a ⅜" screw with a fender washer on the inside rib and a split lockwasher/nut on the clamp surface. I sealed the hole and behind the fender washer with 3M body sealant. When mounting the clamp, ensure that the hose is not kinked and the hose continues its downward journey to the splash shield (photo 9).

Finally, I applied body sealant under the drain plug and around the holes to prevent water from intruding (photo 10). The end result is a clean looking application that will allow water to exit and prevent debris from entering into the vehicle.
Perfect Timing

Finding Your ‘Sweet Spot’

BY KEN DALHONDE - 6PACK

First let me say that this is not an argument against ignition timing for the TR6 being between 10 and 14 degrees BTDC at idle. It may well be that your engine’s sweet spot lays within that range. But how do you know when you are in that range?

Most people will say “by using a timing light and observing the timing marks on the crankshaft damper”, but therein lies the problem. While the timing marks were considered accurate when the engine was fresh and new, time has taken its toll on the components that control the damper marks’ relationship to the pointer. If you’ve ridden a bicycle or used a chain saw, you already know that chains stretch and sprockets wear. Same applies to our timing chain and sprockets. We all know that a chain saw, you already know that chains stretch and sprockets wear. Same applies to our timing chain and sprockets. We all know that a

engine sounds rough, uneven, or the valves rattle (ping or pink, depending on which side of the pond you’re from) upon hard acceleration, the timing is not right, regardless of the reading on the gauge.

Another thing to remember is that with a change in timing, idle speed will change. Maintain your desired idle speed by making equal adjustments to your throttle stop screws. Also, leave all vacuum connections in place on the distributor, just as they will be as you drive normally. Specifically the vacuum retard and advance, if that’s the way you run.

While on the subject of vacuum lines, the question may have occurred to you as to where to connect your vacuum gauge? While on the subject of vacuum lines, the question may have occurred to you as to where to connect your vacuum gauge?

If your car was equipped with an Anti Run-On Valve (ARV) you would have a banjo fitting on the intake manifold with one nipple for the ARV and another for the brake servo. Disconnect the hose on the nipple for the ARV and make your connection there. Don’t worry about plugging the hose to the ARV.

If your engine did not use the ARV (69-72), use the vacuum gauge adaptor on the vacuum pipe for the servo; no need to plug the servo either (see top photo page 25).

Let the engine warm up before evaluating the vacuum gauge readings and if the needle is anything more than a quiver, then you have other problems, assuming a stock cam, and refer to the link provided for help in diagnosing the problem. The vacuum gauge is an invaluable tool for diagnosing certain engine problems.

Go find your engine’s ‘Sweet Spot’, but just keep it out of the 20s!

A vacuum gauge like this can be bought for under $35. This example also shows fuel pressure.

Links: www.secondchancegarage.com/public/186.cfm
http://automotivemileposts.com/garage/v2n18.html

Vacuum reading 10” of mercury

Connect gauge to ARV or ARV & brake servo vacuum pipe on early TR6

With the tach cable disconnected, I have been able to advance the distributor’s drive gear, becomes more spacious from the constant pressure of the spinning, especially at start-up. The consequences of all this, plus the possibility of deterioration of the actual damper’s bonded components, leads to a cumulative effect, which affects the accuracy of the timing marks.

So what’s the solution, how, with the inevitable inaccuracy, do you find your engine’s sweet spot for the ignition timing? Well, if you’ve spent anytime on the 6-PACK forums, you’ve probably seen topics on using a vacuum manifold vacuum of 17 to 21 inches of mercury, at idle speed.

Exceptions would be due to a cam whose intake and exhaust valves overlap in open duration or high altitudes, where atmospheric pressure affects vacuum.

Now, I’d like to bring up some points specific to our stock TR6 engines.

Do not strive for the maximum vacuum reading. If the distributor is oriented properly, the tachometer cable will probably restrict the clockwise rotation (advance) of the distributor. With the tach cable disconnected, I have been able to advance the timing to the point where the Vacuum Gauge reads in the low 20s, which is over advanced in anybody’s book.

Remember that the vacuum gauge is a ‘visual aid’ and if the engine sounds rough, uneven, or the valves rattle (ping or pink, the distributor’s driving dog’s relationship to the distributor’s drive gear, becomes more obvious, from the constant pressure of the spinning, especially at start-up. The consequences of all this, plus the possibility of deterioration of the actual damper’s bonded components, leads to a cumulative effect, which affects the accuracy of the timing marks.

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Breakdown Brings Out The Best in People

We broke down east of Bath - total power failure - just as if we had ran out of gas. Shortly after, the ferry load of TR6s came along and everyone jumped under the hood to figure out what had happened - from changing the coil to testing a spare rotor. Nothing worked, so everyone went on to Kingston and we waited for CAA. In the meantime we phoned our daughter and my sister-in-law to search the internet for a repair company in Kingston who can fix TR6s. They both came up with the same name - Madeley Automotive. While waiting for CAA, a local came out of his house to offer us a soft drink, shade and the use of his toilet if needed. Later he came back with a photocopy of the yellow pages showing repair companies in Kingston that might help - what a nice person. One other individual who had previously owned a TR6 stopped to assist.

CAA came along and took us to Madeley Automotive on the flatbed. Brian the owner, who was such a nice and helpful person, did a few tests and determined that it was in fact the ignition rotor after all! Not having any in stock, he contacted Ron Minaker who had a couple of TR6s. Ron was so kind and took one out of his car. Brian sent a courier to pick up the part and installed it. It fired up and we were on our way. To top it all off Brian did not charge us a dime as he just had a great interest in getting us back on the road to catch up with the tour.

Without the enthusiasm of people who stopped at the side of the road to assist us, plus in particular Brian Madeley and Ron Minaker, we would not have had such a wonderful weekend ‘Around The Lake’. If anybody needs assistance in Kingston, Brian is your man.

Around The Lake

It’s almost like one of those latter day exploration challenges, such as rowing across the Atlantic or sailing around the world. The circumnavigation of Lake Ontario held a lot of appeal for me and so it did to many other TTC explorers. While not an opportunity for me to get into the ‘Guinness Book of World Records’ (at least, not for driving around the lake), it was a fantastic chance to take my wife Gloria on a “pre-wedding anniversary” mini-vacation and the other lady in my life, Rosie, for a nice long drive.

Clive & Jacquelynne Huizinga and Robin & Ria Searle organized a well presented and memorable three day event, which everyone enjoyed tremendously - thank you!

Rather than write a ‘blow-by-blow’ account, I thought I would let the photographs do the talking and one or two members tell you a little about what made the 2010 Around The Lake Tour memorable for them. So ladies & gentlemen, start your engines!

club events
Line up for the Cape Vincent ferry

Ooops, someone got run over! Fixing a leaky bottom hose in Alton, with lots of experts on hand

Cars sporting their ATL signs at Alton Antiques

Party time at Henderson Harbor - l to r Bernadette May, Liz Denmers and Pauline DeCarle...

On the road leaving Henderson Harbor

Packing them in on the Cape Vincent ferry, with the USA in the background

Terry & Maureen Dunne wait for the Cape Vincent ferry

Packed onto The Wolfe Islander while Clive attends to his car

Wind Turbines on Wolfe Island

A beautiful 1966 Healey

Other Triumphs and an Austin Healey joined us for the BBQ at the Argimwall Hotel, Henderson Harbor, NY

... Tom & Ann Gifford cutting the rug

Terry & Maureen Dunne wait for the Cape Vincent ferry

Clive (centre) waiting to get the flock off the ferry

A beautiful 1966 Healey

A beautiful 1966 Healey

Party time at Henderson Harbor - l to r Bernadette May, Liz Denmers and Pauline DeCarle ...

On the road leaving Henderson Harbor
After a great meal at The New York Wine and Culinary Center, Clive had about 15 cars lined up to leave for the moonlight Cruise. We headed out East on US 20 and then South onto 247 through some beautiful farm countryside. Once we got further down and onto 364 the terrain started to get more interesting, as in more twisty bits, through the valley down towards Lake Keuka. Our leader was a bit slow, to fully stretch the legs of our eager TR6. However, in the interest of safety and common sense, we did not attempt to pass. We then headed west along the lake towards Branchport where we arrived at the dock to meet our Hosts for the 2 hr cruise on Lake Keuka.

The Esperanza Rose is a wooden hulled boat, painted and preserved in great condition. We were welcomed onboard with live music which continued all evening. The Captain did a great job piloting his ship through a narrow 7 foot deep channel out into the lake. We then cruised approximately 20 miles under clear moonlight skies enjoying the music, drinks and great company. The Captain had to return through the very narrow entrance to the dock, but this time in the dark, which he did with skill and without event.

Our drive home was a little more exciting after we decided to leave the lead cars at the gas station and trust our instincts and GPS to get back to Canandaigua. We were able to follow a local car and had a chance to push the TR on some of the twisty bits (when Fanny was sleeping). We arrived safely back from another great event organized by Clive and Jacquelynne.
Shakespearean Spring Fling

By David Tushingham

I had spent most of the evening prior to Friday’s departure to Stratford Ontario, cleaning and doing some final maintenance checks on my ‘73 TR6, as per my usual routine before a drive of any length. This trip was to be a little different for me as I was going to have some distinguished company along for the ride. I was happy to have Robin Searle join me as co-pilot for the weekend’s adventure, while Ria stayed at home and tended to a pre-planned garage sale.

We left for Stratford on Friday afternoon under overcast skies with another TR6 in tow, as Steven and Anita Crab decided to keep us company along the way. We took the scenic route from my home in Newmarket across Highway 9 through Orangeville and over to Arthur, where we would meet up with another TR6 owner, Bob Muir from Collingwood, before turning south to Stratford.

The trip across Highway 9 was an interesting one, as it turned out Robin and Ria lived on a farm in the area in their younger days. As we toured through the countryside Robin acted as tour guide and told some great stories about the area and life on the farm. Don’t worry Ria, I won’t tell the story about you hauling around the manure spreader!

After a stop at Timmy’s in Arthur to pick up Bob and his yellow TR6, the weather was starting to be somewhat of a concern as the skies began to darken. We decided to move on, top down, to see if we could make it into Stratford before the rain began. As they say, hindsight is 20/20.

We had turned south on Highway 12 and were running in and out of small pockets of rain. A little further south we ran into a detour and were forced to go a little more west out of our way. Unfortunately, the detour signs led us over to a long gravel road running south. We decided to take it slow over the gravel and as we drove farther south it got darker and darker and started to rain heavily. The gravel soon turned to mud and my white car was no longer clean. It rained so hard that we eventually had to stop and put the top up, as I couldn’t see out of my glasses much less my windshield. Robin and I jumped out and managed to get the top up in pretty good time, as we were quite wet when we arrived at the check-in desk of the Festival Inn, a little while later.

Around the back of the Inn, the courtyard was beginning to fill up nicely with LBs. As I drove to my parking spot, I spotted two familiar faces and waved hello, excited to be there. I had a chance to relax and catch up with old friends from both clubs during the afternoon registration and later I had a nice dinner at a local restaurant with 20+ members of the TFC. Back at the Inn, we had a pleasant evening under starry skies, relaxing in our lounge chairs in and around the courtyard. It was an early night for me however, as I had plans for a very early morning.

We had a full day planned for Saturday, with a tour through Perth and Oxford Counties beginning at 9 am. First order of the day for me was to get the car in a more presentable condition for the afternoon car show and shine. So at 6 am, I was down at the local spray wash, washing away the dirt and dust associated with the previous day’s trek. By 7:30 am I was back at the hotel and had a quick bite to eat before setting in the parking lot for the mass departure.

From the Festival Inn parking lot we headed out through Shakespeare and past the British Touch store, which we would visit later in the afternoon. We were on our way to Punkkeyboard Corners for a photo opportunity under the often stolen community sign post. So much for the clean car. Less than 20 minutes into the drive, we were back on gravel roads and the car was quickly coated in dust as we travelled along in the middle of the pack of about 50 cars. After a quick stop at the corners, we continued on through New Hamburg and Wellesley on our way to a stop in Millbank Family Furniture for a look around.

We continued on our tour through Newton and Milverton, an area noted for its population of Amish and we spotted a few horse and buggies along the way and many well kept farms. About 7 miles from Stratford and an equal distance from St Mary’s the town of Avon, a really picturesque setting nestled down low in a valley bordered by a gentle stream. On our way to St Mary’s we passed through Junction Railway Station built in 1858, a bustling hub of activity until 1941 and now recognized as an historically significant building, restored by the town of St Mary’s.

We stopped for lunch and our annual Spring Fling Car show in the heart of St Mary’s, at Milt Dunnell Park. We had the chance to wander through town and enjoyed a nice lunch at one of the local restaurants. One day I must re-visit St Mary’s, as it is also the home of the Canadian Baseball Hall of Fame and I have yet to find the time to go there. Where do you park 50 cars for lunch?

We submitted our ballots for the car show and picked up another poker card, before hitting the road again. Robin and I were building a pretty good poker hand (or so we thought)…we continued on a loop back towards Stratford and made two more stops along the way. We picked up another poker card at Klimpi Nursery and Garden Center and left the flowers there for the ladies to buy. Our last stop of the day was at the British Touch, a cute little store selling all things British. I managed to find some room in the TR6 boot for a couple of enamelled signs that caught my fancy (thank you for the Guinness ones Tush! - Ed).

We had some time to relax at the Festival Inn prior to the awards banquet and some took the opportunity to have a swim and hang out by the pool. The dinner was being held at the Hotel and we had a nice room set up for our festivities. We had a great dinner and laughed with our friends throughout the night. The votes had been tabulated and awards were given out to the winners of the car show. Alas, our poker hand was not a winner, but the weekend certainly was and we all had a great time. Many thanks go out to the MG Car Club of Toronto for hosting us and to the efforts of Spring Fling organizers Peter Mittler and Stuart MacPhail.
on the road

Split diaphragm leads to unexpected bulge

By Larry Llewellyn

Well to those of you who read the first entry of my diary you may have hoped or thought it was the last. Well I'm back! This is the most recent adventure with my TR7 from hell... no, no, I didn't say back! This is the most recent adventure hoped or thought it was the last. Well I'm back! This is the most recent adventure you can all relate to or even surpass.

Remember, the TTC has got me into communication with two cars breaking down!” At this point, I should mention my old classmate, Peter Gilbert (an ex-racer) and his wife Louise, came on-stream. We hadn’t seen each other in 40 years, he was to accept the job to be flawless. All the prep time, oil changes and excursions with the TTC was a pain - British Car Day. Add to these, driving a vintage car show of alumni who volunteered as class rep.

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Getting to know our members

SCOTT DOUGLAS

Name: Scott Douglas
Location: Burlington, ON
Member since: Oct. 2009
Current Triumph: 1974 TR6 Pimento/Black
First Triumph: ‘74 Triumph Spitfire, ‘70 Spitfire Mk3 and ‘69 Spitfire Mk3...
Born: November 1966, Edinburgh, Scotland
Occupation: Industrial Electrician, Industrial Instrumentation Technician
Other Hobbies: Soccer, playing and coaching, golf, and attending the occasional beer tasting.
Favorite Music: Very eclectic. My iPod currently has everything from Roger Miller & Johnny Cash to Tom Jones and Ramstein. My favorite for driving top down is Bob Marley.
Favorite Movie: Snatch, or anything of military history.
What would you buy if you won the lottery: I would buy a very nice Triumph, a comfortable house in the country and the best education money could buy for my son.
Three people I would invite to dinner: I would have to invite someone to cook, for that is a skill I have not obtained. Where would one find a talented chef on short notice? If Tush were busy Gordon Ramsey, Gordon Strachan (soccer manager) and Doug Gilmour.
Favorite meal: Steak on the BBQ, medium rare.

Background: I bought a 1974 Triumph Spitfire, Damson/Black, when I was 17. I owned it for 4 or 5 years and sold it after I got married and bought a house. I bought a 1970 MK 3 Spitfire in 2003 and a 1969 MK 3 Spitfire a year or two later. When I bought the TR6 last fall I owned three Triumphs for a brief time, until my wife Dawn put her foot down and I sold the two Spitfires.

I’m an Electrician and Instrument Technician by trade and served my apprenticeship at Dofasco, a steel mill in Hamilton. I currently work for the Region of Halton in plant maintenance for waste water treatment plants.

I have been married to my lovely wife Dawn for 23 years and we have a 17 year old son. My wife and son take great delight in mocking my Triumph addiction every time a parcel arrives with ‘critical spares’ for the TR6. If I weren’t having so much fun I would take their advice to seek help.

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Like a Good Neighbour State Farm is There.

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Like a Good Neighbour State Farm is There.
Name / Owner: Helmut Vorkoetter  
Location: Sharon, Ontario  
Joined TTC: 2000  
Triumph Owned: 1976 Spitfire 1500  
TTC Position: Member, Monthly Meeting Organizer Co-chair 2007/8  
Born: 1941 in Koerbecke, Germany, within 15 minute drive of the Moehne Dam (if you ever watched the British war movie “The Dam Busters”, you’ll have an idea were that is)  
Occupation: Retired, after 42+ years at IBM, two of those in Germany  
Hobbies: Travel and Classic Cars  
Favourite Music: Classical  
If I Won the Lottery: I would spread it around – Family, Charity, Friends, another Classic Car (really classic and rare)

Background: My wife Brigitte, our son Stefan and I immigrated to Canada in 1967, which was Canada’s 100th Birthday. If it wasn’t for Brigitte’s wanderlust and urge to visit new places and countries, we would still be in Germany. I am glad she started the ball rolling. It was a wise decision. We have so far spent 60 percent of our lives in Canada and have become true Canadians, although the accent still remains. The Spitfire I bought in 1999 is my 2nd venture into British Cars, the first of which was an MG Midget, bought in 1968 and sold 2 years later. I call the Spitfire a ‘Barnfind’, as I found it for sale in an Antique Barn. The body was restored, the engine had the tell-tale signs of being in need of a complete overhaul, which became a requirement sooner than I had expected. I made numerous changes and upgrades over the years, including a conversion from dual Webers to dual SUs, addition of an oil cooler, new alloy rims and tires, and replacement of the 4-speed with an O/D tranny, which only happened a few weeks ago, even though the tranny and drive shaft were in my possession for 6 years. I love the car. It has beautiful lines, is fun to drive, easy to maintain, and unlike a TR6 the hood opens from the outside, even in an emergency!
The TR6 Hardtop

Following on from his article on the first TR6 hardtop cars in the Fall 2009 issue, Derek Graham starts a two part history, beginning with the factory hardtop.

The Factory Hardtops

This is the story of the TR6 hardtop. I will start off with a brief history of Karman’s involvement in the styling of the TR6 (for the full story see 6-PACK Spring 2009 issue -Ed.), followed by a potted history for the Triumph styled hardtop and the few changes that occurred to it during production. Then I will follow in the summer issue with brief descriptions of the various aftermarket hardtops that were available during TR6 production, including the situation as I am aware of it today.

Triumph’s search for a new TR in early 1967 started naturally with Michelotti, however their approach at that time had found him fully committed with commissions from both within and without the Standard Triumph organisation. Fortunately for us this dilemma came to the attention of Karman via their UK agent Bernard Hopfinger, who was based in Coventry. Karman were able to offer Triumph a deal to not only redesign the Michelotti TR, but also to produce the required tooling for the new model, in what was to turn out to be a very short timescale. Needless to say a contract was agreed and the connection with Karman was made. Within a very short period of time they had reached agreement for the re-design and the go ahead was given to produce a mock up. This was carried out on a TR4A, GKV 672E, which had been sent to them for this very purpose and the rest as you know is history. Karman achieved sign-off of the full scale mock up by late August 1967 and work started immediately on the production of the body tools, with a batch of 10 prototype shells being completed by early 1968 and the first built up prototype being completed by Triumph on the 28th March 1968. Now what has this to do with the TR6 hardtop you may well be asking? Well lets face it the rounded “Surrey top” to give it its nickname, did not really suit the new angular lines of the TR6, (see photo 1 showing the Karman mock up). My enquiries to Karman circa 10 years ago, when I did the research for my original TR6 article, did confirm that they had developed a style for the new TR6 hardtop, however it hadn’t been liked by the Triumph management and wasn’t proceeded with. Unfortunately no sketches have ever surfaced of this proposal. Despite this set back Triumph took it upon themselves to design the new hardtop in-house and in fact displayed it in the styling studio in April 1968 (see photo 2). For whatever reason they fitted this to another TR4A, GKV 309D, rather than to the mock up GKV 672E or to the running prototype X776, both of which were in existence at that time. As can be seen the basic style is there and all that remained was to tidy up the rear vent arrangement and other minor details, prior to the start of production. It does appear that Triumph may have got their styling cues from an early Michelotti sketch (see image 3) and possibly also from the optional hardtop produced by Dynaplastics for the TR250, as featured in the Triumph TR250 sales brochure for that model (see photo 4). According to the photographic ledgers at the Heritage Centre in Gaydon, this appears to have taken Triumph a little longer than anticipated and the first images of the production hardtop were only released by mid-November 1968. Even the first UK TR6 sales brochures showed an artists impression (see image 5), and the US brochure didn’t even mention that a hardtop would be made available. However by the time of the press release on the 14th January the hardtop was shown fitted to the prototype TR6, X776, by this time registered MDU 743F (see photo 6).

During production, the only changes that happened to the hardtop were a change from black to beige headlining for the 1970 model update and a change to the shape of the rear corner trim pieces, very early in production. I must admit that I have only ever seen one of these early trim pieces and don’t have an illustration, although I did have one in my possession at one time, now why did I give it away? The Triumph hardtop certainly added rigidity to the TR6, albeit it wasn’t as sophisticated as the top fitted to the earlier TR4 and 5, with its removable hard top lid that could be replaced by a simple Y frame and soft top cover (the ‘Surrey’ top). What the TR6 hardtop did feature was the ability to have both hard & soft tops fitted at the same time. This was achieved by releasing the rear seat screws on the soft top and the centre soft top screw fixing on the B post, and by then fitting the hardtop over the soft top and disguising the fact that the soft top was still there by using a special hard & soft top hood cover to hide the soft top away (see image 7 of the very last TR6 coming off the production line with both soft & hard tops fitted). Triumph did of course sell the TR6 as both a hardtop and as a soft top model and even supplied them both if required. Kits were also made available from Triumph via the Dealers as an accessory to convert either way.

Historically speaking

TR6 Hardtop
The TRC Hardtop

The Aftermarket Hardtops

The steel factory hardtop was of course quite heavy and easily damaged in storage. Fibreglass had been the new revolutionary material of the fifties and there were a number of manufacturers who had produced bodyshells and even complete cars in that material. It was therefore only a matter of time before these same companies, and other entrepreneurs, produced attractive alternatives to the steel hardtops built by the mainstream manufacturers. These, of course, in theory at least, would be less susceptible to damage and much lighter to handle. By the time the TR6 came around there were a number of manufacturers producing versions for the TR range and some of them went as far as producing a new model specifically for the TR6. Unfortunately, I haven’t been able to find any images and my enquiries to them have drawn a blank.

1) Honeybourne Mouldings, Unit 21, Waterloo Park Industrial Estate, Bedford-on-Avon, Warwickshire. Honeybourne market hardtops for a number of classics, as well as more modern sportscars. The advertised work for the TR6 is basically a replica of the works top, but in fiberglass (see image UK3 kindly provided by Ron Sweet). However Richard noted that the hard top was well finished, but the fastenings to the car were not very neat and tidy and protruded into the passenger space, so he has made up a close fitting draw bolt arrangement to improve the appearance and clamp the top down more securely. Honeybourne’s marketed an earlier top for the TR6, which was very similar to the Lenham hardtop (right), however the mould for this version was destroyed in a fire. An image of their earlier style TR6 hardtop can be seen on their website at www.honeyburnemouldings.co.uk/triumphTR6.htm. The price at the time of writing is £325.

2) Fibresports, 34/36 Bowlers Croft, Bauddon. This company is apparently still in existence and a period advertisement that I have states that they produced works style hardtops for the TR6. Unfortunately, I haven’t been able to find any images and my enquiries to them have drawn a blank.

3) Honeybourne Mouldings, Unit 21, Waterloo Park Industrial Estate, Bedford-on-Avon, Warwickshire. Honeybourne market hardtops for a number of classics, as well as more modern sportscars. The advertised work for the TR6 is basically a replica of the works top, but in fiberglass (see image UK3 kindly provided by Ron Sweet). However Richard noted that the hard top was well finished, but the fastenings to the car were not very neat and tidy and protruded into the passenger space, so he has made up a close fitting draw bolt arrangement to improve the appearance and clamp the top down more securely. Honeybourne’s marketed an earlier top for the TR6, which was very similar to the Lenham hardtop (right), however the mould for this version was destroyed in a fire. An image of their earlier style TR6 hardtop can be seen on their website at www.honeyburnemouldings.co.uk/triumphTR6.htm. The price at the time of writing is £325.

4) Lenham Motor Company, 47 West Street, Harrietsham, Kent. The Lenham top is probably the most well known of the TR6 fibreglass hardtops and in fact throughout the late sixties, seventies and indeed into the eighties you couldn’t pick up a classic car magazine without coming across their advertisement somewhere within the magazine. The Lenham hardtop is of course still available from Rimmer Brothers who purchased the moulds when they stopped making hardtops. (See image UK4 showing the Lenham version and image 11 the Rimmer Brothers version). Rimmer Brothers also produce tops for the Spitfire and in fact throughout the magazine. The Lenham hardtop is of course still available from Rimmer Brothers who purchased the moulds when they stopped making hardtops. (See image UK4 showing the Lenham version and image 11 the Rimmer Brothers version). Rimmer Brothers also produce tops for the Spitfire and in fact throughout the magazine. The Lenham hardtop is of course still available from Rimmer Brothers who purchased the moulds when they stopped making hardtops. (See image UK4 showing the Lenham version and image 11 the Rimmer Brothers version). Rimmer Brothers also produce tops for the Spitfire and in fact throughout the magazine. The Lenham hardtop is of course still available from Rimmer Brothers who purchased the moulds when they stopped making hardtops. (See image UK4 showing the Lenham version and image 11 the Rimmer Brothers version). Rimmer Brothers also produce tops for the Spitfire and in fact throughout the magazine. The Lenham hardtop is of course still available from Rimmer Brothers who purchased the moulds when they stopped making hardtops. (See image UK4 showing the Lenham version and image 11 the Rimmer Brothers version). Rimmer Brothers also produce tops for the Spitfire and in fact throughout the magazine. The Lenham hardtop is of course still available from Rimmer Brothers who purchased the moulds when they stopped making hardtops. (See image UK4 showing the Lenham version and image 11 the Rimmer Brothers version).

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5) Microplas, Mitcham, Surrey, was historically speaking the umbrella of Moss Motors. No hardtops were exported to the US & Canada, I’m sure that there are probably more manufacturers than I have discovered, however in alphabetical order the ones that I am aware of so far are:

1) Custom Hardtops, 1768 Caspian Ave, Long Beach, CA. 90801. Custom Hardtops produced several versions of their hardtops, a plain sided, a port-hole version and a ¾ window version. These first two appear to have been a carryover from the TR4/250 range and certainly the porthole version appears in a number of period advertisements, which show it fitted to a TR4. I have also come across the plain sided versions for sale on ebay. Image NA1 shows their later “Snugtops” version, with the rear ¾ window as fitted to the TR6. I am not sure when they started marketing their range as “Snugtops”, however both the plain sided and ¾ window version were marketed as fits for the TR6. As such the hardtops appear to be boat builders now and my enquiry to them about hardtops drew a blank.

2) Dynaplastics, PO Box 3711, 10315 East Rush Street, South El Monte, California, 91733. Dynaplastics produce three versions of their hardtop, the C/D 501 Triumph Plain, the C/D 503 Triumph Port-hole and the C/D 504 Triumph Quarter Window (see images NA2). Their brochure provides the following information on the features of these hardtops. Some of it admitted-
from California and both offering similar versions however there are subtle differences in styling between the two, so I don’t believe this to be the case. A web search on Dynalastics draws a blank, so they may not be in business anymore. Quite a few TR6 have been returned to the UK from the US over the years with these hardtops and I have seen a number of the porthole versions and have also spotted a number of the plain versions for sale on ebay. As also mentioned at the start of this article the Dynalastics plain sided version featured in the TR250 brochure, as an option for that model.

5) Parrish Plastics. I have no contact details for Parrish however their moulds were taken over by Smoothline (see following section). My search for information on the Parrish top lead me to a website featuring a TR6 rebuild within which there was a reference to a Parrish hardtop. My enquiries using the E-mail link from the website drew a response from 6-PACK member and manufacturer of jigs, tools and parts, Rick Patton, who hails from Brunswick, Maine and who had a Parrish top fitted to his Delft Blue 1975 model TR6 for a number of years. Rick very kindly sent me some images taken when his daughter Amy was still a college student and noted that when he bought the TR the soft top was in tatters and as he planned to drive the TR year all year round, including the harsh Maine winters in sub zero temperatures, he found the Parrish top to be perfect for this role and noted that it was always comfortable. It was only when he decided to restore his TR a number of years later that the Parrish top was taken off and he still has it to this day (see image NA3). Rick’s TR now features a supercharger and is fuel injected. Details of this conversion can be found on his website at www.pattoptrian.com/AboutRick.htm

6) Smoothline High Performance Composites, Tarentum, PA 15084, USA. As noted above, Smoothline took over the Parrish moulds and have continued producing their version of that hardtop for a number of years. Smoothline also produce hardtops for the current range of American muscle cars, including various versions of the Corvette, Mustang, Mazzda and Pontiac, as well as classic cars, such as MGs, Alfas, Datsuns and Austin Healeys, to name but a few. Their hard top conversion for the TR6 has the following features:
(a) All up weight of less than 45lbs
(b) Supplied c/w rubber gaskets and stainless steel hardware
(c) Exterior finished with two coats of smooth black urethane primer ready for a top coat color of choice.
(d) The shell is moulded from a premium grade automotive fiberglass.
(e) The interior is upholstered with a rich, heavy automotive felt headliner.
(f) Options include a factory installed Elk grain Haartz Vinyl exterior covering available in white, black, and saddle (see image NA4).
(g) An upgraded grey tinted Plexiglass window is also available.

A thicker upgraded interior headliner that really helps to dampen noise is available in various colours.

Details can be found on their website at: www.smoothline.com/classic_sports_cars.php

In conclusion the TR6 was and still is well served for hardtops, both factory and aftermarket. In the US not many TR6 were supplied with the factory hardtop, so today these are at a premium and do go for big money, maybe not quite as much as the “SunTop” goes for in the UK, but quite close, whereas in the UK the factory top is readily available. One downside is that they do corrode quite badly, at least they do in the UK, and the head linings become quite brittle and frusiate. Complete new factory hardtop kits were available until recently, however my enquiries to all of the main dealers drew a blank. The aftermarket ones are however rarely seen in the UK and whilst the Lenham and Honeybourne are made to order, it is a number of years since I have seen one, probably because they are generally used only in the winter. In the US & Canada the Smoothline version would appear to be the most readily available and certainly from a distance, it would be difficult to tell apart from a soft-top when it has the vinyl grain finish.

To finish I will list the other manufacturer’s that I am aware who may have made a hardtop for the TR6.
(a) Astro Fibreglass Ltd, 1335 Paterson Avenue, so El Monte, California. This company listed hardtops for the TR2, 3 & 4 and the latter may well still have been available for the TR6.
(b) J&S Fibreglass (Sales) Pty Ltd, 287 Ramsay Road, Haberfield NSW 2045. J Gadsden Flexible Division, 4 Garling Road, Ma-rayong, NSW 2148, Australia. This company listed Triumph in their list of hardtops, so the TR6 may have been included.
(c) Pius Developments, PO Box 1527, Milwaukee, Wisconsin, 53201, USA. This company did in fact make in the style of the Dove for the TR4, 6 and presumably TR250 so they may have manufactured something for the TR6, albeit I have no evidence to support this. In looks it would probably look like a cross between a Scimitar GTE or Lancia HPE. Does such a TR6 exist?
(d) Thompson Fibreglass Products, 4511 Airport Way South, Seattle 8, Washington, MA 3-3232, USA. This company listed hardtops for the TR2, TR3 and TR4 and in turn may have had an offer for the TR250 and TR6. RAGTOP

My thanks for assistance in the production of this article are due to my cousin Alan, Roger Ferris, Richard Purcheon, Rick Patton, Stan Foster, Ron Sweet, Guy Therin, Wiebe van der Ree, Karen Weaver of Honeybourne Mouldings, Gary Fussenegger of Smoothline, Andrew Mundy of Rimmer Brothers, the BMHT and Edgardo Michelotti. — Author
Let There Be Light

BY JOHN BROOME

I write this, spring has sprung and I am still without a car for the driving season. I have decided to be patient, as I believe prices for the segment I’m interested in, are coming down. I have brought the TR6 out of storage for my friend, but family issues (his, not mine) has meant that it was moved to another location in the city. It doesn’t look like I will be driving it much, if at all. I was pleased that it started and ran fine. My worst fear was that the clutch would be stuck on the flywheel as it was when I moved it to storage in the fall, but that didn’t happen. All this has nothing to do with fixing wedges, but what follows most certainly does.

Tail Light Troubles

Wedges were not blessed with the most brilliant tail lights. This was pretty much a result of a poor design, even more poorly executed. Unlike almost every other Brit car at the time, the JRT engineers decided to have the bulbs enter the housing from the side instead of directly from the rear. This was pretty much a result of a poor design, even more poorly executed. Unlike almost every other Brit car at the time, the JRT engineers decided to have the bulbs enter the housing from the side instead of directly from the rear. This meant no spray picked up Dupli-Color Instant Chrome at Parts Source and you are best off applying several thin coats followed by a final, heavier coat. I made up a little spray booth from a cardboard box and then cut a hole in it to hold the housing. This meant no spraying fingers and also ensured that the chrome spray only went on the inside (I masked off the bulb holes from the back). When I finished doing this, I wasn’t very pleased with the results. The finish from the chrome paint was nowhere near what it is on the cap. It turned out to be something more of a very nice silver. To test my theory, I set up a rig on my bench with the same bulb in place in the running light position (which was still in good, original shape in the as yet untouched housing) and used my photographer’s light meter to measure the output. The result, the refinish was about half the reading on the light meter. It was probably an improvement over the light positions that were all peeling, but it wasn’t anywhere close to the original factory finish, which it should have been had the new finish actually resembled the cap! I had a suspicion that this was a result of the use of the gray primer. I decided to test this theory on the rear of the second light housing. I cleaned it up nicely, actually a little shiny, and gave it a shot of the paint. The results were not much different so the gray primer is not the problem. In any event, you can see the comparison of the cap to the finished product in the pictures included here.

As an aside, I think that I will have Dave blast both housings and I will try polishing the inside of the housings with a Dremel tool. Unfortunately, I don’t have time to do so for this issue of Wedgetarian, so that will have to be an update in the fall issue. I’ve included a picture of the surface of the back of one of the housings that I’ve done with some old chrome polish, not very fine, but the reflection off the camera was done on purpose so you can see the results. I should be able to get a near mirror finish on it with proper polishing paste.

LED Replacement Bulbs

The second route is to go to LED bulbs. Before you start thinking that this is reasonably straight forward as you are simply replacing bulbs, bear in mind that the LED bulbs will not fit into the housing from the rear as they are a much larger diameter than standard bulbs. Simply remove the housing from the car and carefully separate the lens from the housing and replace the bulbs from the inside. There are many available, but I have been told by Brian Hubbard who has done this replacement that he had good results with bulbs from www.superbrightleds.com. Superbright also have 90˚ bulbs, but they require a portion of the rear housing to be cut off to allow sufficient clearance to turn them in the housing. You can see what Brian did to achieve this in the accompanying pictures.
The first thing you must do is modify the retainers of the new bulb holders. You can see what you have to remove by comparing them to the originals. The extra metal can be removed with a file (slow and tedious) or with a Dremel with the appropriate wheel attached (quick and efficient).

Now to the trunk of the car. The two top sections of the light housing are the ones you are interested in. Outer lights are tail lights and the inner lights are the brake lights. As they say in the Haynes’ manual, do one side at a time so that you have the other side to reference if necessary.

• remove the bulb holder of your running light.
• insert a new holder and connect your new wire (the end with the piggyback connector) to the number 1 terminal.
• connect the original wire to the piggyback fastener.
• take the remainder of the new wire over to the other side of the trunk.
• repeat the above for the other side.
• connect the loose single female ends on each side to their respective terminals that are free, but on their opposite lamp or, in other words, from one running light to the opposite side brake light and vice versa, if in doubt. All [insert your choice of colour] wires should be connected to all available terminal 2s and all [insert your other choice of colour] wires should be connected to all available terminal 1s.
• tidy your wires with cable ties or, if you want to be fancy, with loom.
• turn on your running lights and check your brake lights with a snow brush stuck between the brake pedal and the seat, you should have running lights in the inner and outer lights and same when you apply the brakes.
• sit back and enjoy a bottle from your personal sponsor (a Guinness a day is good for you, right Fid?)

The Wedgetarian would like to thank Brian Hubbard for his advice on, and photos of, his installation of LED lights and Odd Hedberg for allowing me to crib his notes on twinning the tail lights.

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The Wedgetarian

Six & Two Three’s

by David Tushingham

I am beginning to think that I bought a boat. Why you may ask? Fiberglass... there are patches everywhere. And where there isn’t fiberglass, there is Bondo. Where there isn’t Bondo, there is rust. But, what would you expect with a 50 year old race car right?

Like I said before, I always wanted to learn to weld! I am getting lots of practice at it and am getting my money’s worth out of my little Lincoln Easy MIG welder. Despite the many body issues with the car I am still having fun, although I am finding that bodywork takes a very long time. This, combined with spring projects

Bottoms up!

Drivers side front inner fender damage
on my TR6, has slowed my progress considerably. But, I have made some progress and that is the important thing. I have decided not to work to a deadline now and the car will take “as long as it will take” to get it right in the end.

There are a couple of the challenges that I have encountered now that the TR6 is home for the summer. One, I have considerably less space to work on the TR3A, as I have the TR6 on one side of the garage with the inverted body of the 3 next to it and then the chassis next to it, pushed against the far wall. Each time I want to work on the 3, the 6 needs to be pulled out of the garage and the body shifted over into the vacated space. It makes it much more difficult to get motivated to work on the three when you know you have make space in order to do it. The second challenge is the TR6. It seems that it has taken a lot of my time this spring … new head, rocker shaft, pushrods installed. New fuel pump, fuel filter and fuel lines installed. New roll bar, oil changes, spark plugs, coolant, silicone valve cover gasket etc. etc… It all takes precious time away from working on the 3. I have also lost a few weekends here and there to tinker, but I wouldn’t have missed the fun of Spring Fling and the around the Lake Tour… the 3 can wait… remember? No deadline!

Oh, so what have I done with my limited time then? Well, I managed to re-construct a few places on the body which were in bad need of repair. The first area was the rear valence. I was pleasantly surprised to find not much damage when the front apron was stripped the paint and primer down to bare metal. How-ever, this was not to be the case with the rear valence. It had obviously been backed into a wall or bumped in the rear by over eager drivers jockeying for position during its racing career. I sanded through thick Bondo to reveal metal that was dented, rusted, pop riveted, braised and braced. If you are familiar with the rear end of a sidescreen car, you can imagine how difficult this section can be to repair. Fortunately, I was able to scavenge some patch panels from the parts car and reconstruct the rear passengerside inner fender, which had a large punt in it like the bottom of a wine bottle. New “Heritage” metal was ordered for the badly rusted close out portion on the bot-tom and sides of the rear valence. New rear body mounts have arrived and they will be welded in shortly and will butt up against the newly repaired sides of the spare tire carrier pan.

At the front of the car, there were two areas that had major rust damage. It is funny when you read books on TR3 restorations and they tell you about all the common areas of rust on these cars… of course, I have rust in all the common areas and I don’t find it particularly funny at all! The first area was the battery box. This had been heavily fiberglassed to cover a gigantic hole in the bottom of the box. I stripped the paint and primer down to bare metal in order to see where the box had been spot welded in. After about an hour of drilling spot welds, I was able to remove the old battery box without too much trouble. A new box has arrived and is waiting to be installed. The second area of concern was on the drivers side lower inner fender next to where the radiator...
Rusty floor pan... holes and rusted out flange running the entire length of the side of the floor pan.

If you don’t mind paying too much for your parts, there is no need to read any further. If you would like to buy your parts at the best prices in Canada, read on. Drakes’ British Motors can supply any part from the Moss catalogs at the most reasonable cost to you. But, don’t take our word for this. The next time you need something, send us an email for a quote. We will get right back to you with a price. Shipping will cost you a little more, but until the HST comes in, there is no PST charged. If you can save substantially (20%-25%) why wouldn’t you?

Many TTC members are already believers. Get in touch for a quote – lendrake@shaw.ca

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