

R A G T O P



OUR 25TH YEAR

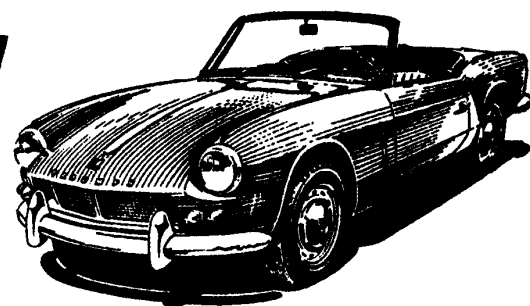
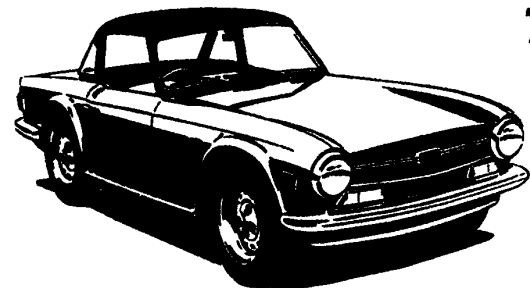
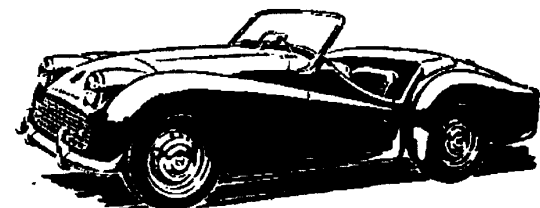
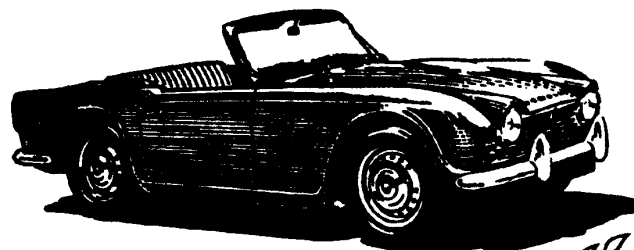
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The TTC or the Editors cannot accept responsibility for the safe return of any submitted material. We will do our best, but accidents do occur.

We accept no responsibility for errors or omissions.

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On The Cover:

Dawn and Rojer Elliott hosted the party of the year, Niagara style. Seen here in famous company at Russell Group Aviation. Pics on this page are the Welland Cruise Night and the Best Western.

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The Prez Sez

Welcome to this 2007 British Car Day as it is our club's 25th anniversary and 24 years since the first British Car Day event. It has always been a success because of you coming to enjoy the day and all the cars. It is wonderful to see all the old faces and then some new.

This year our feature marque is Austin Healey which is celebrating 50 years with the Austin Healey BN1. The Toronto Triumph Club wishes a Happy Anniversary to all the Austin Healey owners.

2007 has been a great year for driving. Most week-ends were perfect for the top down and except for the 401; I think the roads in Ontario are getting better.

Do not think the driving season is over. There are usually lots of good days left and lots of rural communities have their fall fairs which always make for a nice day's outing.

Our club has enjoyed several outings this year, and it's great to see we are still getting a good turn out to them. Next week-end we have 28 cars registered to drive around Lake Ontario – a three day outing headed by Robin and Rita Searle. I hope the weather will be good for that one.

Enjoy the day and as I always say, enjoy your car.

Enjoy your club which ever it is, and also be an active member.

Until next year, safe & happy monitoring.

Gary Brown



photo by Larry Llewellyn

*Above and below:
Gary and Victoria at this years Classic
with Glen on the left...always smiling.*



Editor's Corner

Greetings to all from the Toronto Triumph Club. By the time this is being read it will be British Car Day, Sept. 16th. This is the day when we as a club open the gates to over 1000 Brit. cars of all marques. If was made in Britain we want you, even if it was built elsewhere with a few or many Brit parts. All clubs are welcome to come and bask in the glory of what we realize now was a short piece of history. For roughly 30 years, post war until 1980 a small amount of money bought you a large amount of fun.

This year's feature marque is the Austin Healey BN1, and we all wish we had one. I've re-printed a short history opposite to help us understand what a landmark the BN1 was in it's day.

What else can be said about this years Classic, check out all the photos and read the feature inside this issue. The response to the event was fantastic, 100's of photographs were submitted to the Ragtop and I thank all those who contributed for their work. Space doesn't permit doing all of them justice, enough to say that the quality and selection was amazing.

For this issue we have temporarily set aside some of our regular features such as the Photo and Scrapbook page, the Meeting write ups, Show and Shine and the Wedgetarin. They all will return next issue, we wanted to pack the most material possible into this British Car Day 25th Year Special.

As this is the 25th Anniversary of our club let's make it an extra special event at Bronte this year and really enjoy what we all share and love. The cars are of course wonderful, but lets focus on the people that make it all real. We all have life long friends made possible by our shared interests, lets cherish that most.

Life without passion is no life at all

David Burman.

On a sad note, Pat Fox past away suddenly while visiting family in Britain in August. Tony and Pat are active club members and contributors to the Ragtop, they had just attended the Classic together in July. This is huge shock to Tony and to the club. Pat was quilter and talented painter, she enjoyed travelling to car shows with Tony and was a loving mother and grandmother. She will be missed.

Our thoughts will be with Tony and the family at British Car Day.



The idea of the Healey 100 was conceived by Donald Healey following a visit to the United States in 1951. He envisioned a model to fill the gap in the sports car market between the MG "T" types and the more expensive but much faster Jaguar XK models. The principal product objectives were that it should have obvious sporting characteristics; be strong, reliable and constructed from proven readily available major mechanical units; be easy to maintain; have stylish appearance; be capable of 100mph and be priced at under \$3000 U.S. Dollars. These objectives were successfully achieved in the creation of the Healey 100. The Healey 100 was announced in October 1952. It was well received in the U.S., where enthusiasts found it offered everything contemporary MG's did not, including a good deal more speed.

The most striking feature of the new car was the body design which marked a radical departure from traditional British car styling. It was very modern and had smooth aerodynamic lines uncluttered by external fittings and, it was the first UK design to feature the curving "tumblehome" body sides which are now a regular characteristic of current car designs. After 50 years it still looks marvelous. The running gear was based on the Austin A90 sedan, the first BN1 models used the A90 four-speed gearbox with the top simply blanked off. The later BN2's had four forward speeds, plus Laycock overdrive. The early models were predictably the lightest; the later ones were heavier and better equipped.

During its three years production run, the Austin-Healey "100" was a source of great pride for the work people at Longbridge and was a very successful foreign currency earner for the company. By far the largest market was the North American continent with Australia as the next largest, although a long way behind in numbers. The UK market supply was somewhat restricted by the need to export as much production as possible and also to some extent by the car's price £1100. The most popular color was red following equally by Healey Blue and white and then green and black.

A total of 14,612 cars were built (BN1 10,688 and BN2 3924).

The Peter Purvis Memorial Award

Dear club members, I wanted to express my appreciation for being awarded the Peter Purvis Memorial award for 2007. I was literally struck dumb when my name was announced at the 2007 Canadian Classic awards banquet. Had I been able to talk, I believe I would have said something like the following.

I well recognized what a special tribute this is and to be included with the likes of Wayne and Debbie, Bob and Dorothy, Charlie and Sandy, and Glen is a great honour. I've seen the dedication and belief in the club that these people hold and I'm in awe of them. I have only been a member for a few years, so to be included with these super members is incredible.

I've long felt that to belong to something means you need to be involved. I also believe, if I'm not part of the team working to make the Club the best it can be, then I am in no position to complain about anything. Recently I've been distressed at some of the comments about the club. People complain that they have a big problem with the club, yet they don't step forward with their complaints and work to improve things. Other people complain that the meetings aren't what they could be, yet where were they when we were pleading with people to step forward to help us this year planning monthly meetings? We all have two choices, to make things better or worse. I choose to try to make things better and I challenge all of you to do the same.

We have a very diverse group of members spread all across the Greater Toronto Area and further. Each member belongs for a reason that only they know. I don't profess to know why they belong, but I believe in one way or another it's because they hold the Triumph motor car in high esteem. The club puts on many different events throughout the year and produces a top notch magazine, The Ragtop. We in the executive have seen the club membership reduce from over four hundred members of a few years ago to the current group of 250. We have agonized about what this drop in membership means, but the more I consider the issue, I've come to accept that this is a simple evolution. The times are different now. There are far less cars being rebuilt than in the early days. People are moving into different stages of their lives where belonging to the Club isn't a priority.

Some members sell their cars and move onto the next exciting stage of their lives. It's always sad to hear of a club member leave the fold, however, even with these changing conditions, we constantly have new members joining the club, which is very healthy. Does this means things are bad?

Not to me they don't. Those that remain involved, continue to be committed to the club's motto "All to preserve and Drive the Triumph".

The club needs you, the members, to continue to be involved as much as you can. We will be holding elections this November once again, but many of the current executive's terms will be ending. That opens the doors for others to step forward, others who can commit to a few hours a month to keep the club going forward. The current Executive has tried to steer the club as best we could these past few years. If you have an issue with our efforts, I can accept that. We all have our own perspectives and vision. Nobody is right all the time, nor are they wrong all the time. We can only hope to be committed to do the best we can with what we believe in our hearts. Get involved and help us to be better.

I accept this award on behalf of all the members who spend countless hours working on the club's behalf. People like all the volunteers who help us out at British Car Day and others who help organize events such as the Canadian Classic and Spring Fling, people like Robin Searle, Vic Whitmore, Bill Alexander, Jack Willekes, Glen Donaldson, Wayne McGill, Brian Clark, Helmuth Vorkoetter, David Burman, Ric Allison, Allan Watt, Brenda Campbell, and especially Gary Brown who have all stepped forward to ensure the club continues to progress.

I was deeply touched when given the Peter Purvis Memorial Award although I don't believe I deserve this award in light of the efforts of so many others. However, I will gratefully accept it and share it with all my fellow members who make the effort to help this club prosper.

Michael Hale

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THE PAST PAST PAST PAST PRESIDENT SPEAKS

I want to congratulate Dawn and Roger Elliott on the fantastic Canadian Classic held over the July 28th weekend this year. I must say that this was very well organized, stress free, and FUN.

I must also thank Wayne McGill from dragging me out to this. His invitation on Wednesday the 25th prompted me to attend at the last minute and it was well worth it.

Some of you are aware that I have not been much involved in club activities for a while. Well, I'm sure you've heard it all before, too busy, lost interest, car doesn't run right etc. etc. Well, they all are true!

On April 22nd this year, I drove my Spitfire for the first time this year. All the way to Ancaster for the Flea Market where I purchased a number of needed parts. It was running rough, hesitating, creaking, shaking, you name it.

On July 15th, I took it into Hamilton to the CKOC Dream cruise that my band was playing at. This of course was only after charging the battery. It was still running rough, hesitating, creaking, shaking, very disheartening.

Thursday, July 27th, I fired it up and drove to Welland for the registration party at the Classic. It was running rough, hesitating, creaking, and shaking BUT, on the way home it started to smooth out.

On Friday July 28th I again made the trip to Welland with Dave Burman for the evening activities and the car ran even better.

By Sunday it was transformed into the finally tuned machine that it is. No more creaks or rattles, no hesitation, no run on.

Over the 4 days of the event I drove farther that I did ALL of last year!!!! I used 4 tanks of gas, and now all that old CRAP gas is gone. I even filled it up with SUPER.

Now I can't wait to get out again.

The moral of the story is, if you are too busy to get out in your car, take it for a ride anyway, even if it's just around the block. If you're losing interest, take it for a ride or get out to an event. Call one of your Triumph pals and meet with them. Enthusiasm is contagious.

Look to see more Beautiful Brown Spitfires on the road!!!

Chris Walker



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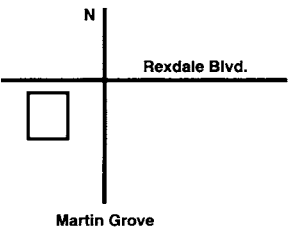
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The Toronto Triumph Club annually chooses a deserving charity to promote and support during British Car Day. This year, the club has chosen to support a local Burlington group dedicated to supporting young pregnant women. We encourage all the participants to come by the Toronto Triumph Club tent and meet representatives of Shifra Home and talk to them about the wonderful work they are doing in the community.

Shifra Home is a Christ-centered maternity residence and resource centre for young pregnant women. Located in Burlington, Shifra Home offers a unique environment designed to assist residents in making informed decisions between parenting and adoption. Their programs are designed to support, shelter, nurture and care for young mothers and their babies. Shifra Home also offers programs to young fathers.

Shifra Home is the first and only maternity residence in Halton and is located at 215 Pomona Avenue, Burlington, ON. For more information, please visit www.shifrahomes.com or contact Lisa Hoekstra, Community Relations Manager, at 905-681-9633.



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STAG ADVENTURES IN ENGLAND 2006

Last year, I paid a visit to the National Exhibition Centre in England, near Birmingham for the Classic Car Show. I travelled this year with good friends Jim and Christine Allan of the local Stag chapter here in Ontario. I've done this show before and never been disappointed in it yet. This has developed into a three-day affair now due to the attendance crowding out the two-day original format. It is quite a show for old car enthusiasts and is made up for the most part by the car clubs themselves. The clubs take on a given area of the floor to put up a display of their choosing, some imaginative displays come out of this arrangement. In addition there are sellers of used classic car parts, literature vendors and not to be forgotten an actual classic car auction. You can drive home your own freshly purchased classic. From the vendor areas you can often find that elusive part you are missing if you have the time and patience to scour the stalls. The vendors are cheerful and helpful for the most part. Many new tools are available too, a lot the same as we get here however.



One of the highlights for me is meeting up with the Stag Owners Club members there, they always put on a great display. There is always a hospitality area where you can rest your weary bones and get a cup of coffee. They certainly make you very welcome. Usually, they have on display three Stags or more which offer a great opportunity to view modifications or some detail you had not seen before on our Stag starved side of the pond.

Another highlight of our trip was a visit to the Heritage Motor Museum at Gaydon, also in the Midlands of England. This is a great museum of motor vehicles for the most part British built. You can easily spend a full day in there viewing the wonderful cars also a few movies about the industry. Lord Nuffield's office has been transplanted there just as it was many years ago.



The last Stag built is on display in Brooklands green, virtually no mileage on the clock. I sneaked a sit in the car and it felt just like getting into a new car, of course it is virtually new. While at Gaydon we made a very pleasant visit with Stag Owners Club Tooling Fund execs Peter Howells and Mike Fisher, great people to know and so enthusiastic about the hobby.



We spoke about ongoing needs of the cars from our prospective. We were given an update on some of their recent projects such as the newest to mature, the latest line of reproduction windshield wiper arms and blades. On the face of it they seem an easy project but when you find out the steps to making them it's a wonder it ever got off the ground.

During our time in England we did a brief tour of the Cotswolds, a very pretty area of the country just to the west of Oxford. Probably one of the most unspoiled areas of quaint villages you could find with bizarre names such as Upper and Lower Slaughter, Little Piddle etc. One village we did visit was Bourton-on-the-Water, full of typical Cotswold stone houses and farms. Cotswold stone is a yellow limestone specific to the area and makes for extremely attractive buildings. In this particular village we had heard of a motoring museum so paid a visit. We spent a couple of hours viewing a really nice collection of cars from the early 1930's to the late 1960's. The museum also had a collection of bikes, caravans, and road signs, just a lot of memorabilia that was nice to see again. The collection of cars was remarkable and varied, a pleasure to look around.

While we were in the Midlands we dropped into the shop of our favorite ragtop manufacturer, Aldridges of Wolverhampton. They just happened to have a Stag in the shop awaiting a new ragtop so we were lucky to see their fitter have a go. As I have put several of these on in the past I am always interested to see how the professionals do it. I can assure you it looks a lot easier when they do and a lot quicker too. It went on in just a short time and no wrinkles in the rear window; he made it look so easy.



So, anyone who is planning a visit to Britain might just want to schedule it around the end of October and catch the NEC Classic Car show, you won't be disappointed.

Happy Motoring

Tony Fox

Stag Coordinator

Toronto Triumph Club Members

We are writing to personally invite you to attend this year's running of the Canadian British Classic Car Run. While we cannot promise a sunny week end, we certainly can promise another exciting event all for a good cause.

This year the Canadian British Classic Charity Run has chosen to sponsor Juvenile Diabetes. The event is being held September 22nd and 23rd with a kick-off meeting scheduled for Friday evening September 21st.

The actual run starts in Cambridge on day one and running south and west along the shore of Lake Erie then north to Sarnia for an overnight stay. Details of available accommodations will be posted on our website. Day two takes us north along the shore of Lake Huron to Kincardine, east to Alliston then south to Cambridge.

A \$75.00 entry fee is required for each vehicle entered and each team is responsible for their expenses. We ask that each team try to raise at least \$500.00. However, we understand that raising money is not easy for everyone so we can provide a few dollars to top up your pledges. 100% of these donations going directly to Juvenile Diabetes. A charitable receipt can be provided for all donations of \$15.00 or more.

Complete details for the event can be found on our website at www.cbccr.org. Or contact us directly at britcars@cbccr.org to get involved or with any questions.

We sincerely look forward to your acceptance of this invitation and the enjoyment of your company on this year's run.

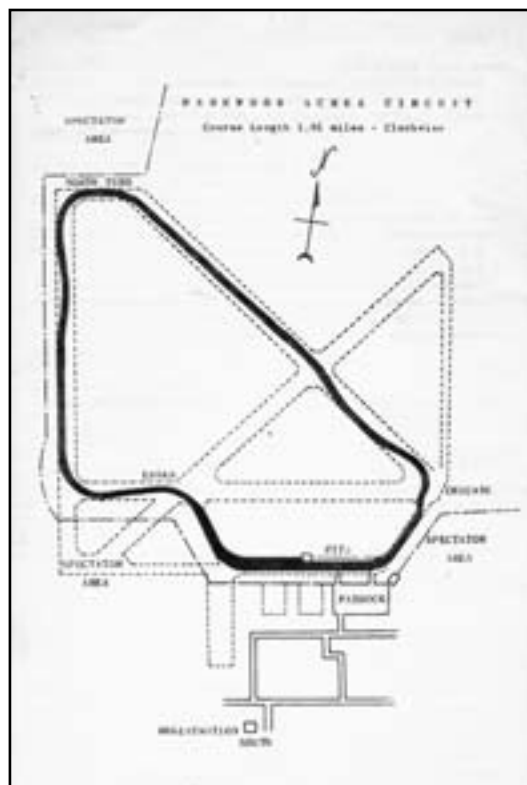
Yours truly
The Committee for
The Canadian British Classic Charity Run

A History of Vintage Racing in Canada

By TTC Historian Frank Manning

Vintage Racing

In the beginning, sports car racing in Canada took place on World War II airfields like Harewood, Edenvale and Green Acres.



On left: The Harewood acres circuit. On Right: 1.)1969 regs. the entry form was enclosed with this. Drivers needed to be 21 or have parental consent. 2.)Typical poster of the era. 3.)An AC Bristol in the paddock at Harewood in the early 60's note the Vanguard, Morris and big old Merc.in the background. Those were the days!



I am sure many have fond memories of times at Harewood. One of my favourite memories was closely observing a private aircraft, circling the track. When it became clear the pilot was attempting to land, I flagged all the competitors off the track. The pilot made a perfect landing on the back straight before taxiing off onto the grass and was last seen strolling off in the general direction of the washrooms!

The next morning, a small, open-wheel formula car spun in heavy rain, losing its front wheel. The wheel assembly picked up enormous speed, clearing a wire safety fence before crashing heavily into a portable toilet. What followed was like something out of an old Peter Seller's movie as the terrified occupant shot through the door of the cubicle with his pants around his knees! Only at Harewood!



Craig Hill wins the 1st professional sports car race in Canada at Harewood Acres

On another occasion, I was approaching the track to take up my marshalling duties when coming straight for me at high speed, was an early Can-Am Group Seven sports car. About half an hour later, the same unlicensed race car pulled into the paddock with the passenger seat stacked with cases of beer!

Harewood was where we all learned to drive in those days. It was becoming clear that to grow the sport, and attract world class competitors, we needed a facility capable of hosting a Formula 1 Grand Prix event. This was achieved when Mosport park opened its gates and crowds



Above: Team Lotus at Mosport. Driver Jim Clark

Below: Team Triumph Tr4#107 driver Craig Hill Spitfire#106 driver Ray Gray



40,000 strong descended on the town of Bowmanville. This proved to be the right combination when formula 1 stars like Graham Hill, Jimmy Clark, John Surtees and Jackie Stewart became regular competitors at the Mosport venue.

What made this era irresistible were the big name drivers of Formula 1 coming over and competing in the Can-Am sports car series and other premier events.

Mosport was witness to many epic battles in Formula 1 and Can-Am racing.

During the same period, we developed our own home grown heroes. Who could forget Bill Brack challenging the full race Mustang and Camaros in his tiny mini Cooper or Craig Hill in his TR-4 beating Kastner's Group 44 cars?

Vintage racing is an amazing window into the history of motor sport, a time when British built cars ruled on and off the track. Those really were the golden days of the British car industry.



Vintage Racing Festival, Shannonville 1980.



Sam Bird, driving a Triumph TR3 won the first sanctioned race at Mosport. World champ, Jimmy Clark of Scotland and American star, Dan Gurney, both started their racing careers in a Triumph sports car.

I am often asked when vintage racing

started in this country. While there were probably several early gatherings, the first sanctioned vintage festival took place in 1979 at Shannonville park near Belleville. The second annual vintage festival was also held at Shannonville in July 1980 and was sponsored by the Castrol Oil Company. I was on hand to witness and host this historic event.

This year's vintage festival at Mosport marked the 40th anniversary of the first Formula 1 event in Canada. While digging through my files in preparation for the weekend, I came across the original ticket and program. The admission for race day was \$7, the super ticket for the main event and practice sessions was \$12. This world class event took place August 27th 1967, sponsored by the Player's Tobacco Company.



Old rivals Al Pease on left and Craig Hill right at Mosport this summer remembering the good times.

This year's event was very nostalgic as I toured the paddock with old friend, Craig Hill. We spent the afternoon reminiscing with Al Pease who must have had the fastest MG on the planet at the time, and long time friend Eppie Wietz. Both Craig and Eppie were former winners of the Canadian Driver's Championship and

have both been inducted into the Motorsport Hall of Fame.

In those early days at Mosport, both BMC-British Motor Corp. and Standard Triumph had their own identified gates. These were situated on the east side of the park. The Triumph gate, no longer in use, had been abandoned and was badly overgrown. On a recent visit, I was pleased to see the area with a fresh coat of paint and all cleaned up. This would make a great meeting place for club members attending a future vintage festival or Canadian Classic. Wouldn't it be great to see the old Standard Triumph sign and flags fly just one more time?

Frank Manning

British Car Historian

All photos and artwork from the files of Frank Manning



Was the MGB really the better race car? Just ask this happy fellow, the current owner of Al Pease's original car! Seen at Mosport this year.

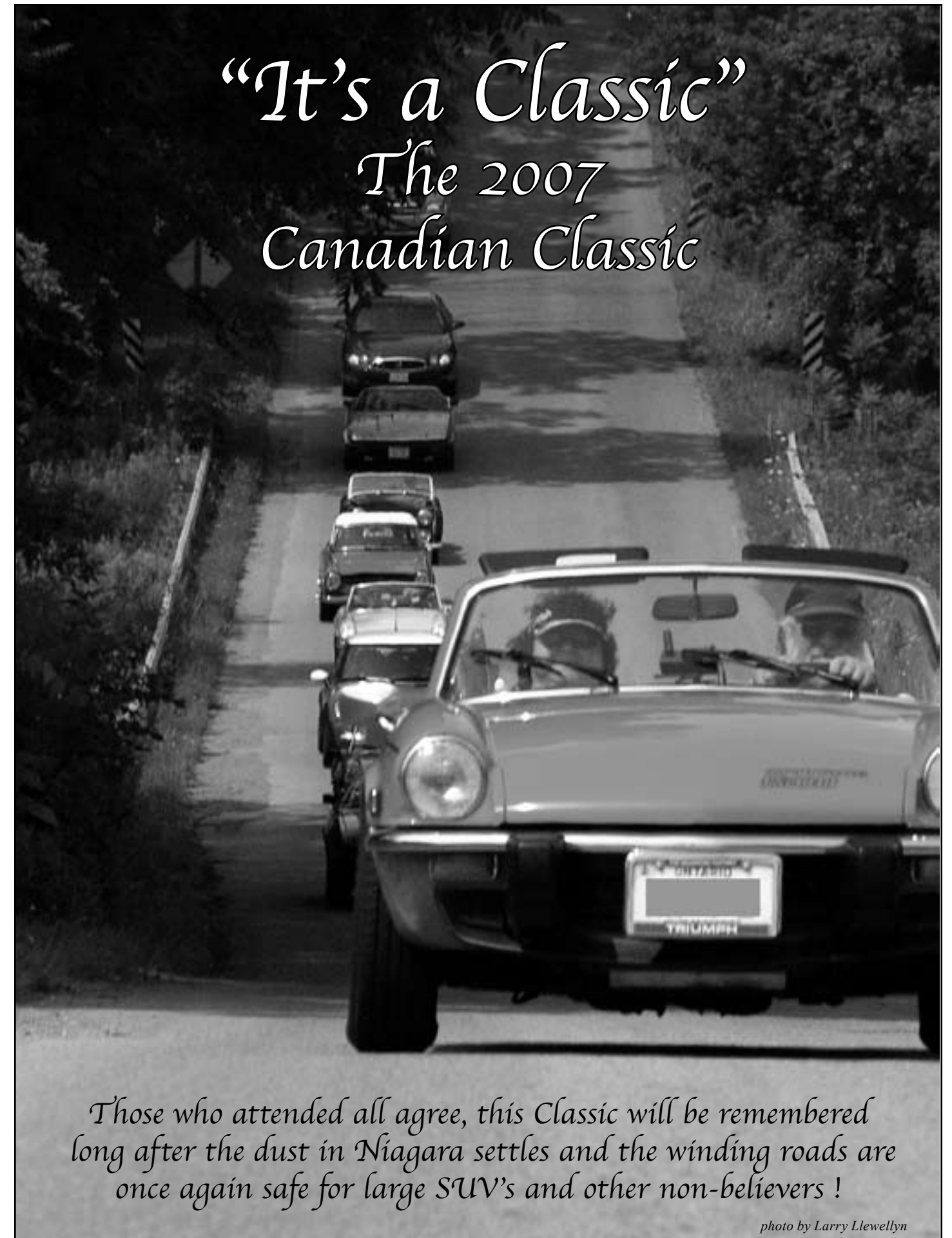
Our very own Frank Manning's stunning TR4 in front of the restored Standard Triumph Gates at Mosport. Frank's car has so many bits off the team Triumph car it only seems fitting that he should be the one to challenge the #69 MGB on the track next year.



Above:
Frank and his old friend Phil Hare on the farm at the Hare family reunion.

Left top:
The original Grand Prix ticket from Mosport, August 27, 1967.

Left lower
A scene from the first Vintage Fest at Shannonville 1979.



"It's a Classic" The 2007 Canadian Classic

Those who attended all agree, this Classic will be remembered long after the dust in Niagara settles and the winding roads are once again safe for large SUV's and other non-believers !

photo by Larry Llewellyn

It's A Classic 2007 Canadian Classic

The mail began arriving in early March. We'd open the mail box to find envelopes addressed to 'Toronto Triumph Club' (and of course; bills and mail addressed to 'resident'... real important stuff). Classic envelopes were the first to be opened. We were thrilled to think a total of Eight Five individuals (and forty-four cars) wanted to join us for a weekend in July. What did they know that we didn't?

The plans started on a napkin over dinner one evening. Yes, we agreed, we could do it. We e-mailed our proposal to 'Prez' Brown and before we knew it, Welland would be the host city for the 2007 Canadian Classic. We were determined to make it a helluva good party. We decided to name the event 'It's a Classic'. After all, the most common comment we hear from folks about our car is 'It's a Classic'.

Just like good wine, you can't plan such an event over night. Having only attended three (3) classics, we were still relatively new to the game. We weren't even sure what these folks were expecting. Our big concern was that we would have an event that would excite everyone. We knew in our hearts that 'you can't please everyone'. But, we would give it a try! We were then advised this was the club's 25th Anniversary so it had to be a great celebration! Just a little bit of pressure!

The southern region of the Niagara Peninsula is an area which has not been overly discovered by tourists. When someone thinks of Niagara, they think of Niagara Falls or Niagara on the Lake. Meanwhile the south end has lots to offer. We wanted to show our friends our area.



photo by Larry Llewellyn



photo by Larry Llewellyn



photo by Larry Llewellyn

Prior to the weekend, guests were provided with a 'Countdown to the Classic'. The e-mails reminded folks of how many days until we reunited and also provided pertinent information about the weekend. (Hey – did you know it is only 330 days until the 2008 Classic?) The e-mails even mentioned a 'surprise' for Sunday. ...oh boy, I love surprises!

Thursday evening the fun began. Blender drinks being mixed and Jimmy Buffett on the CD....what a great way to welcome folks. Cheers rang out until the early hours and the fun was just beginning.

Friday's start was a bit damp, but the sky cleared by 11:00 a.m. (and we have pictures to prove it). Our drive took us along the shores of Lake Erie, through Wainfleet and into Effingham Hills. These roads were truly made for British Cars! OH WHAT FUN! A stop at Herder Estate Winery for lunch, tour and wine tasting was a great way to enjoy the sunshine and welcome individuals who were attending their very first Classic (yes, there were virgins in the crowd). Herder's is a very beautiful site and many photos were snapped. Our drive continued (more twists and turns.....the cars just loved these roads) with a quick stop for Dot's treat (ice-cream), yum-yum. Returning to the hotel saw folks washing down their vehicles (damn rain) and shining them for the Cruise Night to be held at the local Shopping Mall later that evening. The TTC had invited the Niagara British Car Club to join in the festivities on Friday evening at the Mall. Many of the vehicles were pleased to visit with their siblings during the evening.

Saturday, the sun was shining and it was going to be a great day. Off to Knoll Park in Port Colborne. The park was the perfect setting for our club car show; lots of space, plenty of trees to sit under and a spectacular view of Lake Erie. Even the ladies had an opportunity to go shopping downtown (important detail). Following the show, a quick drive through historic Crystal Beach and Ridgeway with another stop to satisfy Dot's craving for ice cream. The owner of Ritchie B's Ice Cream was so pleased to have our vehicles at his restaurant, he was found outside taking snaps of every vehicle. As we left the ice creamery, one driver (no names) personally discovered exactly how a "bump start" works.

Yes – Triumphs are built to be driven (if they start). Eyes were as big as grapefruits as “the driver” had no clue what was happening (thanks Mark & Glen). Oh well. One new starter on the way! After a quick clean-up, we were off to dinner. As the guests entered Pelham Hills Golf & Country Club, they were entertained by Rob Anderson on piano. The club offered excellent facilities and a wonderful meal. Laughs were shared and awards were presented. Have you heard? Sandy won first place in ‘Triumph Want-to-Be’ Category with HER P.T. Cruiser. What Classic would be complete without a ‘parking lot party’? So, back to the hotel parking lot we headed. A full moon was the ‘icing on the cake’.

‘Surprise Sunday’! This was worth the wait for many. We were up bright and early and off to Russell Aviation for a viewing of the British ‘Spitfire’ War Plane. The plane was pulled out of the hanger and photo’s taken with the vehicles. The smile on Don Johnson’s face summed this experience up. Rather thrilling! After many (no, hundreds) photos were taken, good byes were expressed and ‘Happy Trails’ were wished to all.

Reflecting back on the 2007 Canadian Classic, we are honoured that we had the opportunity to host this event. We were also very pleased to showcase our neighbourhood. The event did take time to put together but, we enjoyed every minute of it. Although, we knew many of the members prior to the event, this provided us with the opportunity to meet more folks. The Toronto Triumph Club membership is a dynamic group of people. We found them so willing to assist before, during and after the event (special thanks to the guys for assisting with taking Dawn’s top off). For this, thanks to everyone. The TTC is a great group, and we are proud to be a part of it.

Would we do anything differently? Sure, you can always make room for improvement. Our number one concern for the weekend was that the attendees would laugh a little, cry a little and smile a lot. We think we covered all bases.



photo by Larry Llewellyn

The gratitude that has been expressed following the event has floored us. We appreciate your kind words but we realize the event was only a success because of everyone’s help. Thanks to everyone who participated, and ‘Best Wishes’ to Ron & Hilda for planning the 2008 Classic. We look forward to touring the Orangeville area next year.

Cheers!

Dawn & Roger Elliott

2007 Canadian Classic Coordinators



photo by Larry Llewellyn



photo by Larry Llewellyn

Last minute details above, and a group hug for a war hero below.

Centre spread next page:

This year’s Classic featured a surprise guest, the a stunning WWII Spitfire Mark IX of Russell Group Aviation. It seemed only fitting to pose our Spitfires with their famous namesake, see www.russellgroupaviation.com



Ragtop photo no repro without consent



You not only get a car and a girl but a piece of history.

Spitfire Mark IX Courtesy of Russell Group Aviation All Rights Reserved

Triumphal Wedding

Last summer my son and his fiancée asked me if they could hold their wedding at my home in Dundas. I was surprised by their request but of course agreed wholeheartedly. As the date grew closer and the plans began to fall in place, I knew it was not going to be the wedding that I envisioned. Jamie and Ryan agonized over every detail but many of their thoughts were unconventional and they were met with some resistance. I knew though that their wedding day would be memorable in so many ways.

When I walked out of my front door June 23rd, the sun glistened on the snow white roof of the marquee that had been erected in the garden two nights before. There was a gentle breeze in the air. The grass was meticulously manicured and the caterers were a buzz with activity. Guests strolled across the lawn in their finery and waiters mingled among them serving cocktails and hors d'oeuvres. Everything was quite perfect until the pastor announced that she had another engagement an hour away and this ceremony was 15 minutes behind schedule. As the minutes ticked by and the bride was nowhere in sight, news came that there had been a traffic accident on the route that she and her attendants were to travel. The groom was now concerned that the delay may be more serious than anticipated and time was running out. I tried without success to contact someone in the wedding party by cell phone but the satellite service in the area is poor and it was doubtful that the bride was toting her phone.

As the tension mounted, a low drone could be heard in the distance and soon turned into the familiar rumble of a triumph engine. There was a sigh of relieve followed by expressions of awe as four meticulously polished triumphs zoomed into the driveway one after the other delivering the bride and her three attendants. Brian Clark, in his Magma Red TR6, Wayne McGill in his Emerald Green TR6, Jack Willekes in his Delft Blue TR6 and Gill Caratin in his Inca Yellow TR6. The groom could finally breathe easy and the ceremony commenced.

The cars captured the hearts of many guests that day. Some who remembered owning one or knew someone who had. Some who had no idea what a Triumph was, and some who were infatuated with the mystique of a vintage car. Some of the guests most of which were under 30 could not quite understand what the button in the door handle was for. They felt quite certain that a keyless remote would be far more practical. I heard it many times over the course of the evening, what a grand entrance was made when the four TR6s arrived with the girls. Thank you to all of the drivers for giving their time and sharing their cars with us. They made a lasting impression and will be part of the memories of that day forever. They may even have planted some seeds of intrigue in some young hearts that may someday feel the call of a British Sports Car.

Betty-Jean Price



Hydraulic Bonnet Struts for my Spitfire

I'm sure you've all seen them the nifty hydraulic struts on the back of your Caravan that hold the door open. Well, there are all kinds of them and all kinds of sizes. Some smart guy figured out which ones to use to add to your SPITFIRE. This information was passed on to me by Grant Buss after the CANADIAN CLASSIC.

I ordered the critical parts and picked them up. It took me a total of 1 1/2 hours to figure out how to install them, including "making" the complex mounting brackets.

Now you can open and close the bonnet from either side with one finger.

These puppies were made by Stabilus and can be purchased from Faucher Industries Inc, 6110 Shawson Dr. Mississauga, ON.

You need 2 shocks Part#777.7205 shocks \$39.00 ea. And 4 end eyes @ \$2.40

The brackets were made by cutting 1 inch pieces of 3/4 angle aluminum and drilling a couple of holes. I used 5/16 bolts and 'nylok nuts' to hold it all together. (See photograph) I also used existing holes in the inner fenders and existing mounting hardware on the front frame member (both sides). At no time did I need to drill holes in the car.

Well worth the time and money.



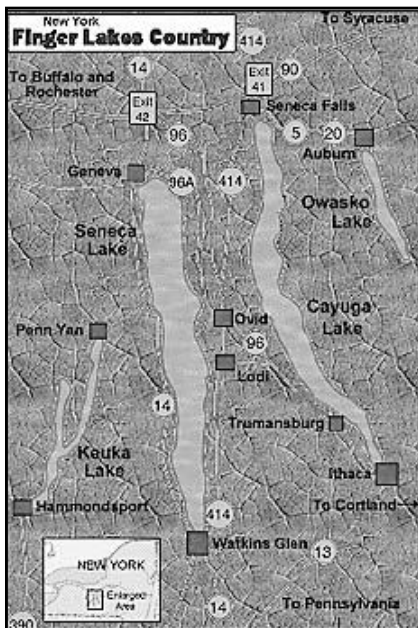
Chris Walker

TRA in the Finger Lakes

June 13-17, 2007

Submitted by Alex & Sharon McLeod

Our first trip of the year was to the Triumph Registry of America (TRA) meeting in Geneva, New York. This community is located atop beautiful Lake Seneca. This was our first experience with TRA, and we knew that this was going to be a great event when, two weeks before our departure a spiral bound, full colour book showed up in our mail box. This “manual” for the event was the best engineered (and likely the most expensive) directory for an event I have ever seen. It



was (is . . . I kept it to use as a template) full of colour maps for each event, a history of the area and places we were to visit and a listing of optional activities and venues throughout the period of our visit to the Finger Lakes.

Day one saw an excited group of middle age people in 62 early TR's (note TRA's membership is focused on TR2, 3 and 4 models), charging down Route 14 South to the gates of **Watkins Glen Racetrack**. Our day was to include three laps of the track followed by lunch in one of the sponsors' clubhouses.



Our fearless travellers Alex and Sharron are at again, this time in the Finger Lakes Country. Seen here at Watkins Glen, we know why they are smiling, look at all those Triumphs



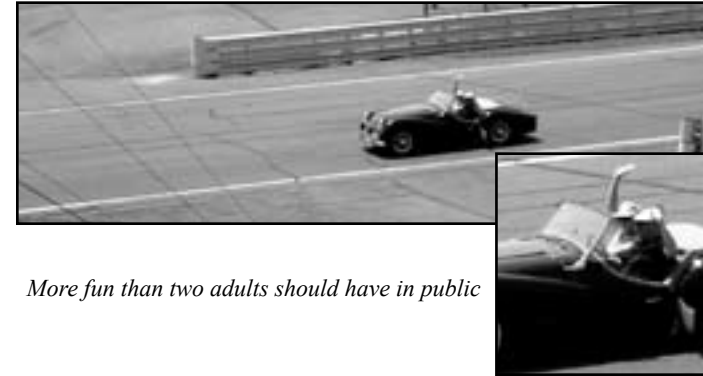
First the drivers meet where the rules were made clear; “Follow the Race line, no passing . . . especially the pace car, and sign the waiver in case you do something stupid.” Passengers were allowed, so Sharon joined me in the car and we were off. I thought this would be rather sedate, but sixty two overgrown teenagers were off the leash . . . I knew this was going to be good when the pace car immediately left us in his dust, i.e. rubber. This track has plenty of dips and dives in it and the ‘Three’ got a thorough work-out.



“Slow down yelled Sharon,” as I blasted through corner after corner ignoring the slight pull to the right due to a lazy brake calliper.

“I have to accelerate through the corners,” I explained.

“What you have to do, she rebutted, is leave enough rubber on these tyres to get us home!”



More fun than two adults should have in public

Everyone exited into the pits and parked for lunch; a lot of silly smiles stuck on the faces of adults who should know better. The remainder of the afternoon offered a trip to Watkins Glen Track Museum and Research Centre. Sharon and I went, you guessed it, wine tasting.



The morning of Day Two began with a Concourse and Peoples Choice event, in the parking lot of the Ramada Inn Waterfront, our host hotel and a good place to stay if you're in the area (Triumph Friendly). There was some absolutely stunning metal and more than a few Trailer Queens. The very first production TR2, TS1 LO was in attendance as was a near perfect Swallow Dorretti. This was our first time attending the ‘TRA’ and the folks in attendance ranged from very friendly to rather intense. Kind of like golfers, I guess.



Yes this is the FIRST TR2 ! TS1 LO
Below: a rare and near perfect Swallow Dorretti



Interestingly enough on the day of the car show, four of us had brake switch problems. Cheap piece of #@%*^; imagine a part that only lasts fifty years! One of the club members had a modern part number that would replace the break light switch. (Advanced Auto or Auto Quest 37-5000 or NAPA SL143). It screwed right in and as long as no one is playing with the pedal, no need to bleed the brakes after. The only difference was that it had spade connectors.



Thursday afternoon and it was time for more wine tasting, this time at **Bully Hill and Heron Hills Winery**. The evening took us to the local American Legion located on a beautiful waterfront estate property. A very nice chicken BBQ was followed by the 'TRA' annual business meeting. An interesting discussion was held regarding the 'partnering' of the 'TRA' and 'VTR' for the purpose of better insurance buys, and other possible benefits, such as increased National clout in the face of changing US regulations regarding older vehicles.



*At the American Legion BBQ.
We in Ontario face similar challenges regarding classic cars.*



Friday morning started with early morning breakfast run to **'Connie's'**, a 'fifty's style diner' in downtown Waterloo. Today, a broad offering of choices; more wine tasting (x 3 stops), a trip to the **Glen Curtis Museum**, a morning at the **Corning Glass** and **Rockwell Museums** or optional **Premium Outlet Shopping**. I know how to keep the 'Navigator' happy, so we were off to the Outlet Mall. This was sort of a role reversal from the earlier visit to Watkins Glen. The day concluded with a terrific awards banquet. No prizes for our Three, but Sharon and I did manage to win the Triumph history test. . . oil.

Saturday morning and the weather is still holding bright and sunny! A slightly later start, as the entire mob moved in convoy to the **'Essenhaus Restaurant'** on Highway 14A for an absolutely outstanding buffet breakfast. This place is also a bakery and worth a stop if you are ever in the area.

Next stop **Windmill Farm and Craft Market**, a upscale flea market village that attracts up to 10,000 people each week. Then we moved on to **Weaver-View Farms**, a Mennonite farm store that offered some of the most beautifully colourful and well crafted quilts and other high quality items that you can imagine. This place is laid out like a maze, so heaven help you if there is a fire while you're in the store. I don't normally go for this type of stuff, but almost two hours disappeared quickly.



After dinner the final activity of the 'meet', an ice-cream social and live auction for Triumph parts and other important auto stuff. The auction was well organized, with items donated by members and sponsors. TRA kept 50% of the proceeds with the donor receiving the rest.

A great event organized at a 'professional level' by hosts Cindy and Doug Jack. If this year was any indication, TRA is a very worthwhile event. Next years meet will be held at **Cedar Point**, near Sandusky Ohio. This is the site of a major Amusement Park; maybe the opportunity for another wild ride!

Alex and Sharon

25th Anniversary Grill Badges

After the executive decision to have the badges made up for our 25th anniversary, the question was "how could we have them made so as to give all our members one at no cost?"



My wife, Victoria and I were going to the Philippines and I said I would check it out there. We found a manufacturer in Metro Manila called Gumera & Sons. We had a sample made, and it was within the club's budget, so off to production it went.

The following is a detail recount and photos of the fabrication. Quite amazing!



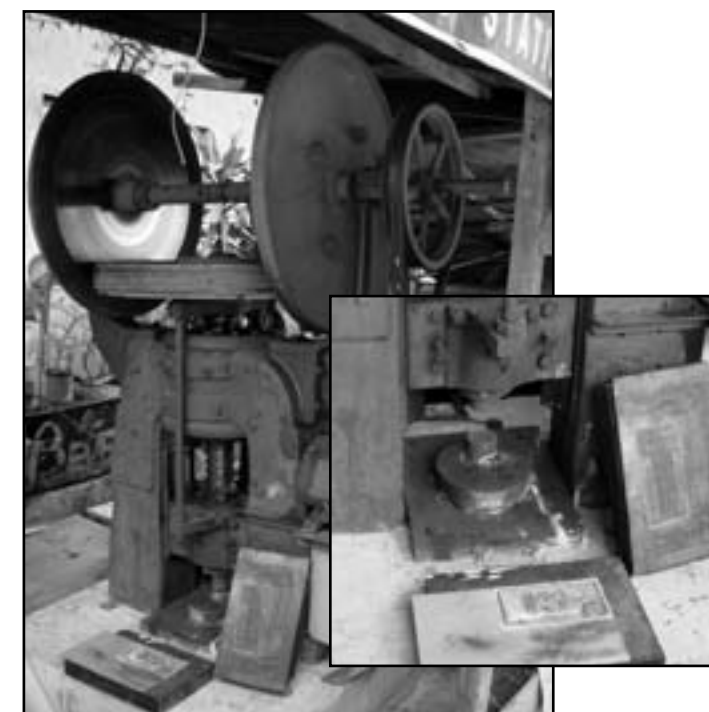
Step 1

The badges are made from solid brass 4" x 1/8" flat bar stock which is cut up into 4" pieces using elbow grease and a hacksaw.



Step 2

On the street outside the building there is a 26 ton press which many of us may say would make a good boat anchor. The press may look old and would not pass inspection from the Canadian labour board, but it is working perfectly and was greased and oiled daily. In the inset photo, you can see the bottom die which has our TTC imprint on it. Each solid brass piece is stamped with all of the 26 tons. Here you can see the badges taking shape.



Step 3

The edges need to be cut off to make the badge a round shape. This is also done by hand with a home made coping saw.



I asked the question: "What do you use for the cutting wire 'diamond'?"

I got this funny look and the reply "We make our own blades." Then he proceeded to show me how this was done.

You take a length of piano wire and string it on the saw bow with tension. The used hacksaw blades from step one are then broken up into pieces about 3 – 4 inches long and used like a chisel to mark the wire with little indents at an angle which leaves teeth. This is done to the full length of the wire on 3 sides.



Step 4

The edges are then sanded to make it perfectly round. Once more, this is all done manually on a sanding stone.

Step 5

Buffing and polishing it is the next step. My back started to hurt just watching these fellows work. The temperature was 38° and it was very humid.

Step 6

The last step is to hand-paint each badge. This is done using a split down bamboo cane which has been sharpened to a point. Great pain was applied to get the paint in the right places.



Each badge has been carefully made by hand, and I suppose there are no identical badges. Please install your badges hopefully on your car as it was intended for and enjoy.



Thank you from Gary and Victoria. It was a pleasure having them done.

P.S. Bringing them over and going through Canadian Customs is another story. J

Classic Events

This year just like every other year we went to the Classic and we had a great time thanks to the great work done by Dawn and Roger Elliott. They were gracious, organized and if I might note, they had a backup Spit to use just in case their GT6 didn't start...again. I'm glad to see that we are not the only ones with a backup Spit because, as you all know, the red, loud, noisy, can't hear the radio anymore because Simon took it out (not that you could hear it when it was in). With a new soft top, (a real TR4A soft top...not a TR6 soft top that leaked because it was the wrong one) it didn't quite make the grade by show time. In fact, it was not ready to go anywhere yet.

I would like to point out that we were prepared to go to the Classic in the allegedly newly completed, red, loud TR4A. We arranged the emergency insurance coverage with the ever so vigilant and accommodating Mr. McGill; had the bags ready to go along with not 1 but 2 chairs and a pillow, but it was not to be. I'm sure you can see our dilemma. Of course the trunk...err... 'boot' is much bigger than the Spit, so I had packed what I wanted for the trip. I had to unpack the hard luggage, find soft luggage that would squish down, remove about half of what we were going to take, repack the remainder, take out the 2 regular chairs and replace them with one wee one. I should also mention that my Spit is a bit uppity, and gives me a hard time about going up hills and traveling the highways so the trip to Welland was not going to be as exciting as Simon had hoped.

As disappointed as Simon was, when the realization started setting in that we were taking the Spit, it suddenly dawned on him that he hadn't cleaned or waxed the poor thing. Fearful of the fact that we were going to look like paupers at a Gala, he raced around quickly wiping the 'Blue Snail' down. Not to say that he thinks my car a bit beneath his TR4A quality...hey wait a minute...he does always say his car is faster, prettier and makes a great sound. I'm thinking maybe I shouldn't let him drive the 'Blue Snail' anymore...the nerve!

Anyway, back to the TR4A woes. He finally got the car a week later and we drove it to a Birthday Party, with a bunch of his Solo 1 racing buddies, about 1 hour away, in spite of the fact that the generator was not working, and we are running purely on a charged battery.

We spent about 3 hours at the party and ...oops...we realized that we better go home now, because we can't use the headlights or the battery will die. Naturally, all of his Solo 1 racing buddies had to come out to the car and give their diagnosis on the red rocket. We went through the routine; open the hood, spray this, tweak that, listen to the noise with a screwdriver and all the while we are losing our daylight. Finally we headed home and by the way, did I mention it has no seat belts so I did not want to go on the highway. We got about 15 kms. from home and we had to put the headlights on. Meanwhile, the ammeter just drops like a lead balloon and I'm thinking to myself I wonder how long it would take a towing flat bed to get here, where ever here was at that time. We did make it, thankfully.

A week later, without having cured the TR4A's problems, we headed out to Gary & Victoria's BBQ, and when we stopped for gas on the way, it didn't want to start again so we pushed it to the top of a hill and rolled it to a start. When we got to Gary's we parked on the steepest hill...just in case. Yes, we had to leave with the daylight because according to Simon, a gentleman never drives about in the dark, but it's really just a lame way of a TR owner admitting that there's a problem with his car's Lucas wires. I think I never jumped out of a car so quickly as to when we first pulled out of Gary's pre-arranged British Car parking area heading to the driveway, and there suddenly appeared to be smoke or steam coming out from under the hood...oh no, not the smoke coming out of the wires...panic! After checking it out and getting the approval from Simon that we could continue to go home, we set out. The car started coughing and choking and all I could think of again was; (I wonder if the flat bed guy will stop at Tim Hortons?). With my fingers crossed and a few prayers to the almighty, we actually made it home and I told my 'Sweetie' that I really don't want to be repeating that routine again any time soon. At this point, we are taking the red rocket to an electrical expert because my 'main man' can't figure it out, and according to his TR buddies, that is not all that surprising, because nobody can figure out the Lucas puzzle.

Hopefully if you see us at British Car Day and Simon is smiling then the red rocket must be parked in the TR4A class and if he's not, then the 'Blue Snail' must be in the Spitfire class and the saga continues....

Mary Rasmussen

Waterside Pub Cruz Night

Tuesday, July 17th saw our monthly club meeting at the usual spot in downtown Toronto on the waterfront at the Waterside Sports Bar. This was a special evening for a number of reasons. As usual, this meeting had a great turn out with about 20 cars showing up. The theme was Nautical Nights and a few rubber duckies were in attendance. Helmuth Vorkoetter won the coveted award for the most nautical with his display of semaphores (nautical flags used for communications between ships) spelling out "Gary" (not sure why Helmuth wanted to get our illustrious' President's attention?). The weather was a bit cool and rain threatened all night, but things turned out fabulously in the end.

I mentioned that this night was special. We were fortunate to have three guests in attendance. All of them from many miles away. Our first guest was Jan Crauwels from Belgium who was visiting friends in the Toronto area. Jan grew up with Triumph: "my father had a 2000 Mk I in 1966 and changed it over for a 2.5 PI in 1969 when he wanted to tow his sailing boat to the south of France every summer" he said. In fact, he tells me his father still has this car. His dad began buying second-hand Triumph saloons in the '70s starting with a 1965 2000 Mk I to a 1975 2500TC automatic. Jan got his drivers license in a Triumph saloon.

Jan's first car was a Sunbeam Alpine 5 (1965) which he restored over a year while at university. He drove this car until he graduated. Over the years, Jan and his father owned several Alpines and a Sunbeam Tiger (1966), which they drove as daily drivers. Around 1990 he bought a 1975 Stag, which needed a total restoration. Jan and his wife drove it for 5 years as a daily driver. They still own it but use it mostly in summer or whenever the fancy to drive it strikes them. After his son Thomas was born (you need more space in the car, he says), he completely restored a 1978 Dolomite Sprint. "It has a 2.0 litre 16-valve engine with 128bhp and can do 0-60 in 8.5 sec which was very quick in the seventies", Jan tells me. Jan still uses it as his daily driver and has done about 240,000 km in it over the last 9 years without any major problems. Presently, Jan is restoring a 2.5 PI Mk II from 1970 to use it as his daily car (because the Sprint is getting tired and needs a major overhaul).

Jan is a unique fellow in today's age. He has never owned any modern cars, nor does he have any plans for doing so. He uses his classics in his job as an architect

and they have rarely let him down in the last 25 years, he tells me. Jan is a member of The English Drivers Guild in Belgium (a club that caters to all English cars) and of several Clubs in England: The Triumph 2000-2500-2.5 register (and representative for Belgium), Sunbeam Tiger Owners Club and Sunbeam Alpine Owners Club. Truly a classic car enthusiast!

Our second guest, Gord Chernoff and his close friend, Colin, both hail from British Columbia. Gord contacted me last summer just before British Car Day and just wanted to talk Triumphs. During that call I learned Gord was in town waiting for a double lung – heart transplant! Pretty amazing stuff. We sent Gord a number of copies of The Ragtop to help while away his waiting time and I invited him out to BCD at Bronte Park.

Unfortunately Gord ended up having to go into the hospital to deal with an infection and missed BCD 2006. Gord's sister Linda again got in touch with me in early



serious judging going on

July and told me Gord was still in Toronto waiting for his surgery. As this was just before our July meeting, I invited him out. Gord and his friend Colin (who was visiting for the week) showed up to check out the cars.

As you can see from the attached picture, Gord is a pretty tall fellow. It must be pretty hard to get into one of our little cars. But from what Gord says, it's one of the things he loves to do. He told me a bit about himself and his British car passion. Seems he was a logging truck driver in the BC interior (for anyone who knows – driving a logging truck is one of the more dangerous professions you can have) and owned a TR6. Living just outside Nelson BC, the roads for driving Triumphs are outstanding. Gord purchased his TR6 Triumph (1976) in the early 90's. Gord and his partner, Heather, belonged to a British car club in the West Kootenay's (located in



Colin, Gary Brown, Gord Chernoff, and Mike Hale in the background, Robin and Ria Searle in their TR3A.

B.C.), but due to the small attendance the club was forced to fold. Besides driving his car around those great roads in BC, Gord enjoys attending a number of the British Car Shows that are held yearly at the Van Duesen Gardens in Vancouver. Over the years he's always been impressed, "the cars are the ones clearly admired by many", Gord says.

Colin on the other hand is a TR7 radical. From the stories he told us, I wouldn't exactly say he keeps his cars in concours condition. Something about using a TR7 as a dune buggy with all the quarter panels removed. He said he's owned a number of TR7s over the years and has his eye on a great conditioned one on Vancouver Island. One of these days he says he'll have the scratch and can go get it. Colin had a few days off and made the long trek to Toronto to visit Gord. As you can imagine, waiting for over a year for something, stuck a long way from home, can really make things dull and boring. Colin's visit was a welcome respite for Gord. Having them both out to the Waterside was a real treat, for them as much as for us.

As mentioned, Gord is in Toronto waiting patiently for his surgery. Gord requires the surgery as he has had problems his entire life. Many in his condition can't even walk and lie bed ridden until a donor becomes available. In this, Gord is fortunate. The critical key to these types of surgery is getting the match right. Gord must wait until a donor becomes available with the correct match. Until that happens, he waits patiently (and sometimes not so patiently).

His surgery will be done at the Mt Sinai hospital in downtown Toronto, whose doctors have the skill set to perform this operation. When a donor becomes avail-

able, the surgery must be performed right away. There is very little time available, which is why Gord has to live here, so far from his home. Gord has been fortunate in other ways too. Before he came down here, his friends all got together and held a fund-raiser on his behalf and raised many thousands of dollars to support him while he's here in Toronto. His sister, Linda (who contacted me last year), was able to spend a number of months here with him, his partner Heather has been able to come down and visit from time to time too, as well visits from friends like Colin. Gord plans to attend British Car Day 2007 and is really looking forward to checking out everyone's cars. We all hope he can make it out this year.

As a special thank you from the Club, Jan, Gord, and Colin were all presented with a much coveted Toronto Triumph Club 25th Anniversary Grill Badge. We hope that their memories of The Toronto Triumph Club will be fond.

Michael Hale



Emily, Glen Donaldson's niece posing with Mimosas, Archie & Sandy's bright yellow Spitfire A couple of yellow duckies

As you can imagine, it's pretty expensive living in Toronto. Should anyone wish to donate to Gord's cause, a trust account has been set up at the Kootenay Savings Credit Union, Box 478, Kaslo, BC V0G 1M0. Cheques should be made out to: "Gord Chernoff Trust Account".

2007 Canadian Classic Results

Concours:				Peoples Choice:			
Class	Place	Name	Car	Class	Place	Name	Car
TR Unique	1st	Wayne & Debbie McGill	Herald	Spitfire:	1st	Gary Brown & Victoria Meness	Spitf
	2nd	Tony & Pat Fox	Stag		2nd	Grant & Cheryl Buss	Spitf
					3rd	Archie Thomas & Sandy Salem	Spitf
Spitfire:	1st	Don & Judy Johnson	Spit	TR3A:	1st	Greg Walker	TR3A
	2nd	Glen Donaldson & Alicia Filipowich	Spit		2nd	Robin & Ria Searle	TR3A
					3rd	Michael & Debbie Hale	TR3A
TR3A:	1st	Roger & Judy Beliveau	TR3A	TR6	1st	Chris & Shiela Weekes	TR6
	2nd	Don Elliott	TR3A		2nd	Cam & Sylvia Theourea	TR6
	3rd	Mewrle & Mary Ellen Cole	TR3A		3rd	Dave & Liz Wright	TR6
TR4-4A	1st	Mike & Linda Curness	TR4A	TR7-8	1st	George & Sandy Brown	TR7
	2nd	George & Fran Christie	TR4				
	3rd	Jeff Kramer	TR4A				
TR6	1st	Brian Clark & Betty Jean Price	TR6	Friends of TR	1st	Sandy McCrae & Charlie Conquergood	PT Cruiser Convertible
	2nd	Gary & Bonnie House	TR6				
	3rd	Johan Aatlink	TR6				
TR7-8	1st	Bob & Dot Corbin	TR7	Peter Purvis Memorial		Michael Hale	
	2nd	Alex & Sharon MacLeod	TR8				
				Judges:			
				Exterior	Michael Hale & Ron Pincoc		
				Engine	Gary Brown & Johan Aatlink		
				Interior	Merle Cole & Robin Searle		
				Chassis	Dave Wright & Chris Weekes		
				Stats:	Sandy Salem & Alicia Filipowich		
				Chief Judges	Archie Thomas & Charlie Conquergood		

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Arnie and Simone Cheshire	Barrie	GT6+	1970
Bill and Elaine Copeland	Lakefield	TR4A	1967
Steven and Anita Craib	Richmond Hill	TR6	1972
Ron and Valerie Cribbs	Kitchener	GT6	1967
Joe and Norma Gravina	Hamilton	TR6	1972
Jim Greenway	Burlington	TR6	1976
Philip and Fatima Worthington	Vaughan	SPIT	1970

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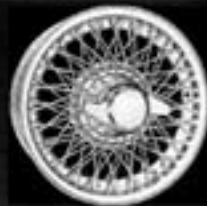
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Club Meeting Ideas Required

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

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Still For Sale: 1975 TR6: French Racing Blue:

\$28,900 CDN / \$27,500 US Just added new seats, new top soon!

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.



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Mark Armstrong (Oakville, ON)
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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

For Sale: Rover V8

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

1959 TR 3A

Danson Maroon, stripped to bare metal, epoxy primed, base coated, clear coated - no rust and no filler. Very nice fit for panels and doors, engine and mechanicals all rebuilt and checked, 60 spoke wires, new interior (dove grey), leather seats, new top, all rubber seals replaced, side curtains new, 5000 km since ground up restoration, all bugs worked out, s.s. exhaust with Monza free-flow muffler and resonator, originally a Nevada car (no rust). Seriously but reluctantly for sale \$23,500. if sold this spring. Best to e-mail and then we'll go from there. Car is in winter storage at this time. Please don't waste our time unless you are serious, Thanks. Contact Sam 519-793-4872 or srj@bmts.com ...011007.



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1975 Triumph TR6. It is Burgundy, has a roll bar, am/fm Pioneer stereo as well as original radio, Very good mechanical condition, solid frame, vinyl roof perfect. Has 122,000 miles. Third owner have all records. Call 905-985-0989 Ask for John. *Price \$8,500.



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1970 Spitfire

MkIII Triumph Spitfire Maroon
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1967 (Late) TR4A

Red with black interior. Rebuilt engine, transmission, overdrive, SU's. new body panels, doors, rocker panels, gas tank, upholstery, wiring, electronic ignition, chroming, and newly polished grill.
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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.
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