



The Exhaust

Newsletter of the

Okanagan British Car Club

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Austin Healey 3000 of new member Waberski at the rainy 2010 Brits In The Sticks, in the background is the Editors faithful Mini 1000

LETTER FROM TH PREZ!

The TR6 RUNS!!! Perfect time to test drive your summer car, the last day of summer. A marriage of British chassis and American grunt is time consuming. I'm looking forward to fall driving with a large grin!! The RITV event went very well, lots of new to us cars. Some old members attended, and some new faces. 26 cars, 2 Healy's, a Stag, a Morgan, 2 MGC's, a Rover 2000TC, a Super Seven, MGA, GT6, 2 TR8's, a Midget, MGB's, TR6's a Honda, the Austin pickup. A large THANX to Hugh and Irene Simpson for their hospitality. Hugh is hosting a new event/tour for us. The Ex Presidents Tour. We gather at the IGA in Peachland at 9:30 AM on Sept 25 for a day tour south. We'll have a good time!!! And once again Bring a Friend!! The Prez

Big White Observatory Tour September 10

The following letter is a reply from Archie Christie in response to my request for a report for the Exhaust:

There's nothing to report. Everyone has known about this since last Nov. with follow-up notices since. 29 people put their hands up when I asked who was coming at the meeting at the Casino. A letter was sent to every member two days before the event to remind them. Richard Christie PhD., told his Astronomy class that the Okanagan British Car Club was coming; several showed up hoping to see some fine autos and to help the Car Club members. The Astronomy Club gathered every scope they could lay their hands on to be sure there were enough for the "crowd".

Two very knowledgeable and experienced members gave a wonderful power point presentation to start things off. It was followed by looking through the telescopes including the 25" Gamble showing Jupiter in all it's glory along with many other sights.

OH....DID I MENTION?

NOT ONE SINGLE MEMBER OF OUR EXALTED CLUB SHOWED UP !!!!!!!!!!!!!!!!!!!!!!!

I was thoroughly humiliated trying to answer questions as to why you didn't come after all the efforts made to accommodate our club members!

I'll submit my resignation at the next meeting.

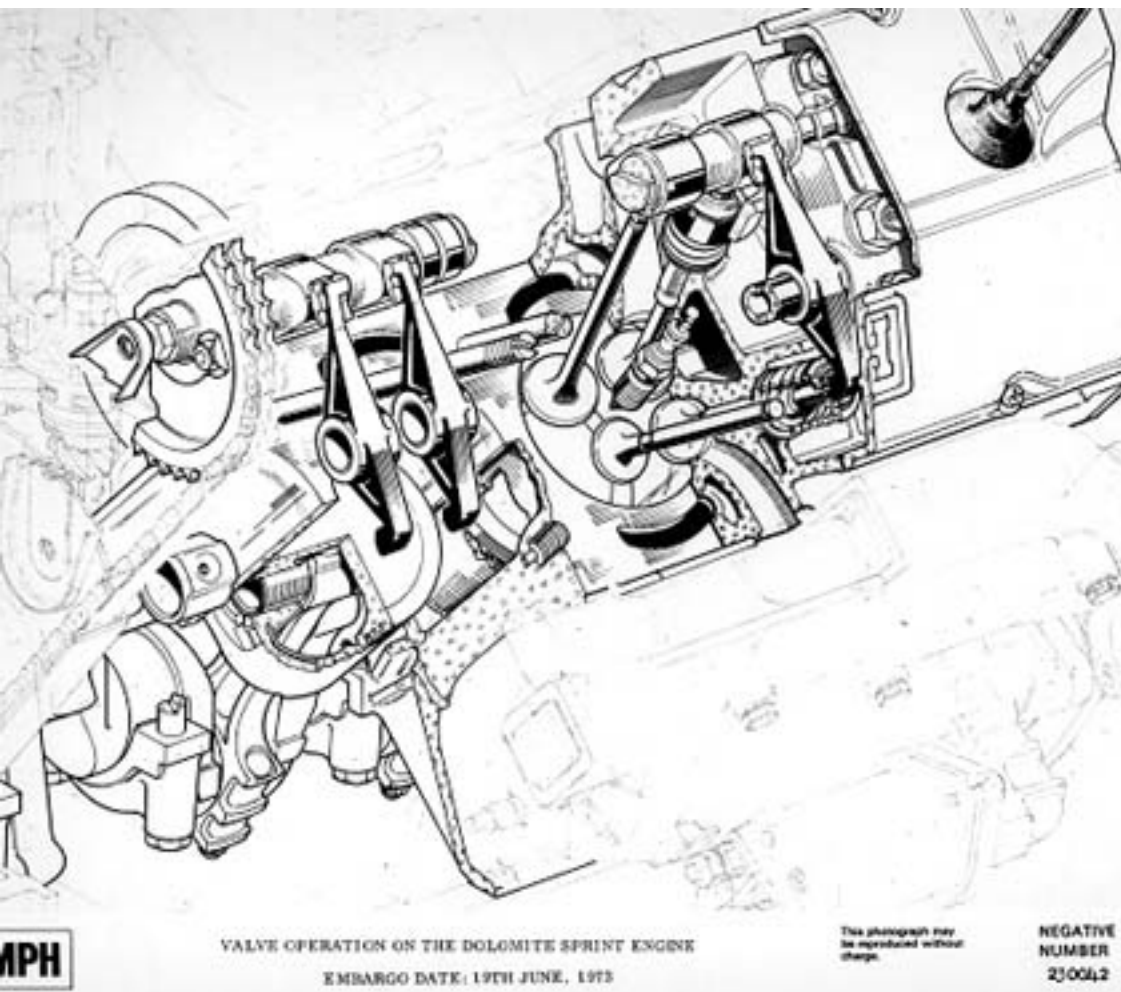
Regretfully,
Archie.

DIRTY AIR

Triumph 7s and 8s Tales

Colin Hine Racing where I helped out in Ottawa was the factory team for British Leyland Canada in Rallying with the TR7 and in road racing with the TR8. In Rallying several Canadian drivers were used including Walter Boyce with his co-driver Doug Woods and Jean-Paul Perrusse with several co-drivers. One season they brought over Stig Blomqvist from Sweden to do the Canadian Winter Rally which was part of the world Championship. Stig had much success rallying Saabs and Audis, he was World Champion for Audi in 1984.

The TR7 Arrived from England complete with a full roll cage and beefed up suspension. The engine was from the Triumph Dolomite Sprint. This was a 2 liter, 4 cylinders, with a 16 valve single overhead cam. In this unusual design the cam acted directly on the cam followers for the 4 intake valves and used long rocker arms to open the exhaust valves. As installed in the Dolly Sprint this engine put out 135 HP but in full race form could make 220 HP. For the rally cars it ran in slightly detuned form and put out 200 HP.



I did not have much to do with the rally cars as I was a keen skier and was at Mont Tremblant most weekends but I did stud a lot of tires on weekend nights. The studs were anything from simple truck studs to “pickle forks” which were multi pointed studs that projected almost ½” and were used for solid ice. One afternoon I had a call from Colin Hine asking if I could give the team a hand with tire testing. I said sure and met the team the next night at 10 PM. We headed off to some deserted dirt farm roads outside of Ottawa. It was about -10, the roads were frozen solid snow and ice with maybe an inch of fresh snow. The driver was Jean-Paul and I found out that the reason I had been recruited was because I weighted the same as his co-driver who was not available. I was given a helmet, strapped into the passenger seat and JP explained that he knew the roads they were using and so all I had to do was hang on. Suddenly we were hurtling down a frozen road with deep ditches in the pitch dark. Of course the car had lots of powerful lights so I was able see the first 90 deg. corner approaching very quickly. Long past the point where I would have been hard on the brakes JP was still hard on the gas and just at the point where I was sure I was going to die, he hit the brakes, snatched the hand brake and threw the car sideways. We were now sliding towards the ditch at around 80mph, JP went down 2 gears and as we reach middle of the corner he hammered the gas and we were now flying along in a new direction. Oh, by the way I noticed that JP did not use the clutch except from stopped. This was both up and down the gearbox and these were ordinary boxes with synchros, not racing boxes with dog rings. Of course the tranny had to be rebuilt after every event. We completed a circuit of about 4 miles including several more 90s as well as sweeping corners and a hair pin turn. We pulled up at the transporter, the car went up on jacks and on went a new set of tires and away we went. This went on

for 12 different tire tread and stud combinations. This was definitely the best thrill ride of my life. We were seldom less than 80 mph and hit 110 at least once on every circuit.

The TR8 was run in CASC road racing with Bob Armstrong who had won the Eastern Formula Ford championship several times. The mechanic was Ted R. who was a new hire at the shop to turn the wrenches on this car as all the original mechanics were tied up with the Formula Ford and Atlantic cars. The TR8 was very dependable and successful with Bob winning all but one of the season's races and looked like the hot ticket to win the National Title.

Ted had a very attractive motorcycling girlfriend named Cindy who started to attend the races and as the year progressed seemed to spend as much time with Bob as with Ted. Two weeks before the CASC Championships Cindy broke up with Ted and took up with Bob and Ted was not a happy camper. At the National Championships at Mosport Bob and the TR8 qualified on the pole. At the start of the race Bob stormed into the lead and proceeded to open up a huge lead over a privately run TR8 driven by Cam Champion. With 2 laps to go Bob coasted into the pits with the car at idle. He said that the throttle cable had broken. When the hood was lifted it was obvious that the cable had not snapped but had pulled back through the clamp on the throttle arm. By the time the cable was reattached and Bob got back on track Cam had passed him and went on to win the Championship. The throttle cable had been replaced the week before and should have been tightened and checked by Ted.

Ted was fired and the moral of this story is, do not screw around with your mechanic's girlfriend.

A sad ending to the TRs. British Leyland pulled out of competition the next year and instructed Colin to have the remaining cars in his shop, which were 2 TR7s and the TR8 destroyed. BL had brought the cars into Canada without paying duty, on a special import waiver involving competition use and so the cars had to be shipped back to England or were to be crushed under Customs supervision. When it came time to take the cars to the crusher it seemed that we could not find the alloy rims and so mounted tires on steel rims, oh and it seemed that the 16 valve heads and matching headers had been misplaced so a couple of junked stock TR7 heads were bolted on and it seemed that an old Olds V8 had found its way into the TR8 chassis. When the cars were rolled up to the crusher the Customs person simply checked the chassis numbers, watched as the cars were compacted and then signed off on the paperwork.

What a waste!

And no, I do not know where the Dolomite 16 valve heads are.

BRITS IN THE STICKS 2010

Brits In The Sticks was a tour run by Chris Gill of Tappen held on September 16/17/18. The event started with a meet and greet at Chris's house on the Friday night, but I had another commitment. I headed off from Coldstream on the Saturday morning under grey skies but with only a few drops of rain. The official start of the tour was at Demilles Farm Market in Salmon Arm which is home to an impressive collection of antique tractors and a petting zoo. Approximately 24 cars were present for the start including: MGBs, MGGTs, MGV8s, MGAs, MG Midgets, MGCs, a MGTD, a Morgan, an Austin Healy 3000, a Mini trying to pose as a Yellow Lotus Elan, and an assortment of non British cars including several BMWs and a Porsche 912. Most of the car owners were MGEperience members and were from the Vancouver area as well as from Alberta and Washington State and of course there were a handful of local cars. As we waited for the 11:00 AM start the rain became more serious, not a down pour but a continuous heavy drizzle that would dog us for the whole day.



Some of the cars at Demilles Market

The first destination of the day was the Junction Café in Armstrong for lunch. We took the nice windy back roads through Silver Creek and Yankee flats bring us out to Hwy 97 heading towards Vernon. We passed the O'Keefe Ranch and turned onto St Anne's Road and followed the back route into Armstrong. This section involved the first mechanical hiccup of the day. Just a couple of miles from Armstrong the wipers in the Mini started to slow then the engine stopped. I pulled over and several MGBs and the Porsche pulled over to help. It turned out to be a loose fan belt. My rescuers were impressed that it took only a couple of minutes to pull off the grill as it are held on with screw off knobs. With the able assistance it took only a few minutes to tighten the belt. Luckily where I had stopped was on the top of a small hill. I jumped in the car, my saviors gave me a small push and the Mini fired right up and we tootled off to Armstrong. There was a little confusion in Armstrong which necessitated Chris standing in the rain directing traffic.

Chris had arranged for Junction Café to expect around forty people for lunch and they had set up a very nice section for the tour. Unfortunately the section was outside and it was raining. There was a mad dash to move and dry off tables and chairs and there really wasn't enough room inside for all the tables. The lack of space meant that the group had to eat in shifts but everybody was good natured and accommodating. There was lots of discussion about which cars were leaking and from where. Towels were in great demand! At this point a group of cars from Vernon joined us, including members Terry Muir and Emma in the yellow MGA, Mike Waberski in his white Healy 3000, and John Gallant in his BRG. There were as also a couple of other cars including a new MINI. This brought the tour total to approximately 30 cars.

After lunch the tour headed off to Enderby via the Old Enderby Road. A few people missed the turn but they simply followed Hwy 97 and rejoined the tour on the outskirts of town as the group headed to Sicamous. Chris had arranged a stop at the Hyde Mountain Golf course. The clubhouse has a great view down Lake Mara or it would have been a great view if had not been raining and overcast. After coffee or other beverage of choice the tour headed back to Salmon Arm where those staying in hotels could dry off clean up. The rest of the group went straight to Chris' house.





Here are some shots of the cars at the stop at Hyde Mountain Including Terry's MGA. Also a shot of the view from the Clubhouse looking down Mara Lake.

Chris lives in Tappen about a 15 minute drive from Salomon Arm, he has a very nice house and a beautiful new 4 car garage which was the site of the BBQ and Beer. Chris has Crannog Ales on tap in a refrigerated unit so that there was plenty of Red Branch Irish Ale and Backhand of God Stout for everyone. Everybody had lots of burgers and snacks compliments of Chris and his wife Kristen, even Halloween candy, all for \$5.

In Chris's well equipped garage was his MGB which is undergoing a Rover V8 heart transplant, he had driven his MGBGT on the tour. Several of Chris's neighbors as well as his in-laws assisted in putting on the party. The neighbor kids were treated to rides in several of the cars.

This was one of the most enjoyable events I have been on and the good news that Chris has already started planning for next year. The 2011 BITS will either repeat this years route or Chris has suggested a tour starting In Salmon Arm, going up to Revelstoke for lunch, a crossing on the ferry and then down to Nakusp for an overnight stop. The 2nd day would include a trip to the Needles ferry then along Hwy 6 to Vernon/Coldstream for lunch and then back to Chris's house in Tappen for the BBQ and Beer. Which ever route is decided on, I plan to go, with the Lotus. I know, I know my last trip to Nakusp in the Yellow Peril did not go so well.

Here is Chris's MGB V8 in his garage and the view from his deck overlooking some of the cars



SEPTEMBER VALLEY CRUZE

On Saturday September 25 a group of club members met in the parking lot of the IGA in Peachland. There 8 cars split between British and others. Ken Smithson had his Supercharged MGB, Bruce and Donna in Bruce's B, new member Mike Waberski with his Healey 3000 and the Prez in his TR6, back on the road for the first time this year with a Chevy V6 replacing the original that had blown up last fall.

It was a beautiful sunny day as we headed down the valley. In Penticton the Cruze picked up Heinz and Annie in their TR250. We had a great drive on Green Mountain Road across to Hwy 3 in the Similkemeen Valley and down to Ossoyoos to the model train exhibit.

The train exhibit was amazing taking up the whole upper floor of an industrial warehouse in the Ossoyoos industrial park. The trains were only a small part of this impressive layout. The detail in the surrounding villages and countryside was simply amazing. There were mountains with skiers and snowboarders, mines and construction sites, numerous villages and towns. Some of the exhibits such as train stations and mines also showed the below the surface details. The lakes and streams were very realistic complete with boats, windsurfers, and swimmers. There was even a nude beach. One of the lakes had a cutout below that allow you to see under the water, complete with sunken boats and skin divers. There was an army camp, an airport, a circus with all kinds of animals, farms with all the farm animals and even a strip club. Towards the end of the exhibit there was forest fire on one of the mountains involving a mine and several houses. There were fire engines and firefighters along with fire fighting helicopters and representations of smoke and flames.

The group spent over an hour looking at the display and every body agreed that you spent much longer and still not see every detail. Great suggestion Lynn.

After we pried our selves away for the trains we headed into downtown Ossoyoos. We had a very nice lunch at the Breeze restaurant on the water front. At this point some of the group split for home while others headed up the valley to several wineries. All and all a fun trip on a beautiful day.



OCTOBER AND NOVEMBER MEETINGS

The location and dates of the next two meetings have not been determined. The Club membership will be notified by e-mail when the info is available.

Meetings are held the 3rd Wednesday of each month at 7:00 PM. Check our web site for locations as we drive to a different venue each month.

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President	Lynn Fletcher	250-494-1699
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	Mat Scaife	250-717-6784
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You can contact any executive or board member by email at obcc@obcc.ca. or by the listed phone numbers.

From the editor;

There has still been a paucity of submissions for the newsletter. This year to date I have received only one article thanks to Ken Smithson and not a single event report other than the ones I wrote.

I will produce a monthly Exhaust from now till November. Submissions from the Club members are definitely welcomed. Write an event report; tell the rest of the Club about your British Car, or pass along any interesting articles you run across.

If you do not then you be subjected to my choice of material which will lean heavily to Lotus and racing. You have fair warning.

Send all submissions to vuzapu@shaw.ca

Advertising Rates

The club has determined that it would be beneficial to accept ads in the newsletter. Several other clubs were contacted about their rates and a schedule was set up which will cover costs but not be too expensive since we have limited circulation.

These rates are based on camera ready copy being supplied.

Club Members cars for sale is still no charge

	1 issue	full year
Business card	\$10	\$40
¼ page	\$20	\$80
½ page	\$30	\$120
Full page	\$50	\$150

The Exhaust is published (almost) monthly from February to October by the Okanagan British Car Club and distributed to paid members as part of their dues. It is also posted on our web site but some financial information that may be contained in the emailed or printed copy is removed for web posting.

If you have changed email address please let the editor and the membership coordinator know ASAP.

Opinions expressed are those of the authors and do not necessarily reflect those of the OBCC executive or its members.

