

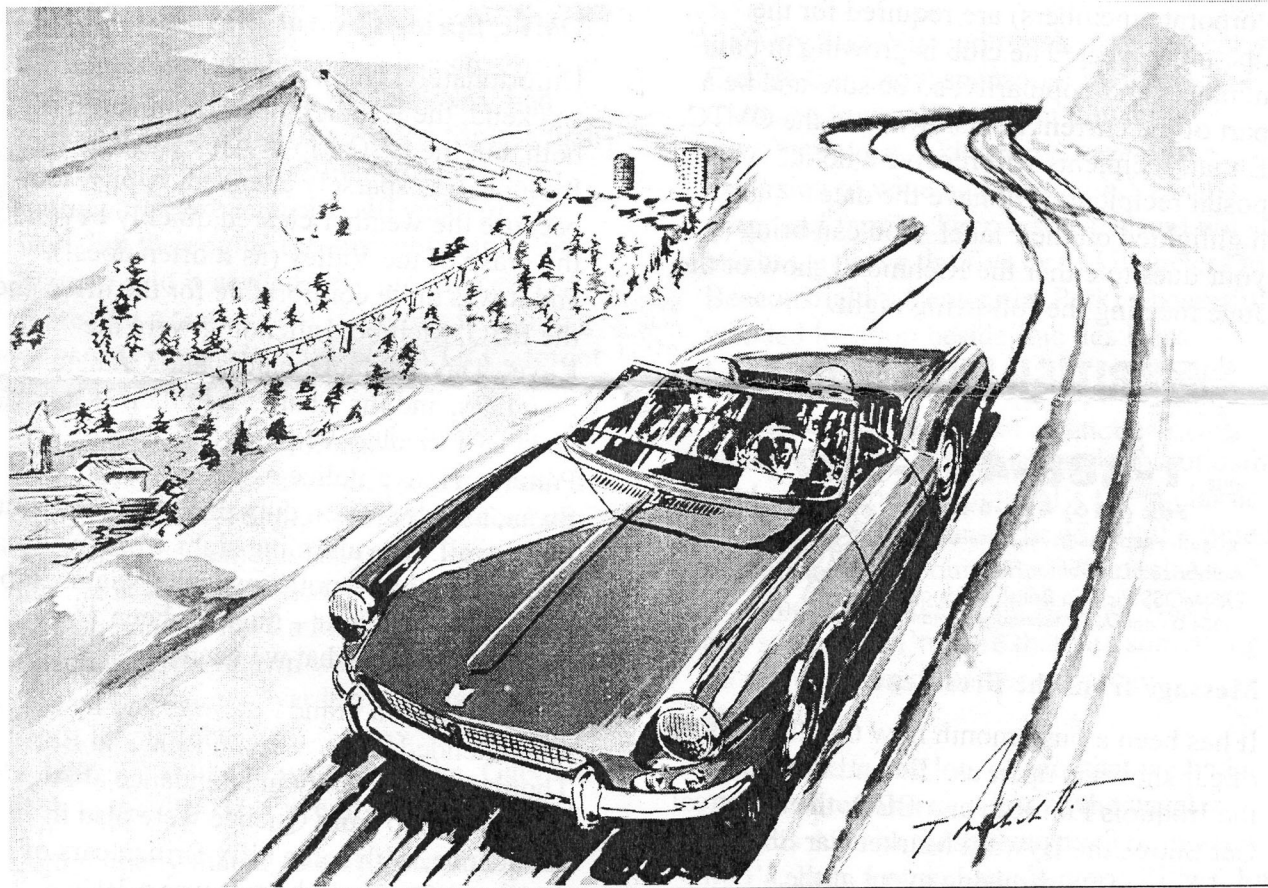
**Notice:** Please note the location of this month's OVTC meeting: Grillman's Fresh Eatery, 111 Colonnade Rd. @ Prince of Wales (the old 'King's Stag' location) @ 7:30 p.m., rain or Shine. Thanks!



# OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

June, 1999



## Ode to the Spitfire!

- **Richmond Meet this month!**
- **June 28<sup>th</sup> Meeting – location change – see inside!**
- **First Events of '99 Season**
- **Plus much more!!**

*Cover: As promised, this month we salute the Spitfire.*

**NOTICE! Sporting & Classics Show this month – plan to be there on the 27th.**

**OVTC June meeting at Grillman's Pub & Eatery, corner of Colonnade Road and Prince of Wales Drive, rain or shine.**

#### **Renewal Notice for majority of OVTC:**

While this doesn't apply to some members, most of us are on a June/June renewal schedule. This means your \$30 dues (\$60 for corporate members) are required for the upcoming year. The club is growing in both numbers and popularity, so be sure and be a part of the current British wave in the OVTC. E-mail recipients will receive a notice while postal recipients will have the date highlighted on their label. You can bring your dues to either the Richmond show or the June meeting the following night.

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#### **Message from the President:**

It has been a busy month now that the season of car shows is upon us. Ed and I attended the Iroquois Fun Run and BBQ, the Montreal Car Show, the Byward Market Car Show, and a small fund-raising event at the Manotick Loeb. So far weather has been great. (With the exception of a quick thunder shower at the Byward Market that sent Ed and I dashing to cover up the TR4. By the time we got it covered, we were soaked and the shower had stopped!)

The good news is the GT6 is now on the road. We got the new head put on and

thought all was well only to find smoke coming out from under the dash. An electrical fire? No, just mist. Turned out to be a problem with the heater core, so we just disconnected it. Thanks to Miniman for the diagnosis.

Don't forget that our 10th anniversary Sporting and Classic Auto Show will be held on June 27th this year in Richmond. As it is our 10th anniversary, it would be great if the OVTC turned out in BIG numbers to show support for our own show. Hope to see everyone there!

#### **OVTC Spring Fling at Alex Bustard's:**

Unfortunately, whether it was the long weekend, the weather, or a combination of both, but the BBQ trip to Alex Bustard's in Iroquois was sparsely attended. A pity, too, because the weather cleared quickly beyond the grasp of the Valley (as it often does!), and it was quite comfortable for the drive and the BBQ. Members attending were the Kaye', Day's, MacDonald's and Graham's in their TRs, and the Charter's in their 'support vehicle' Lincoln. We tried to talk Jeff Patterson into a Police escort down from the Swan, as Jeff was on duty that afternoon, but to no avail. One alarming sight while waiting at the Swan in Manotick was the Miata Club passing by on a tour – must've been 15 cars together! That's what we need!

Nonetheless, "a grand time was had by all", who attended. Brad & Lynn Pilla and Bob Thomas were already in attendance at Alex's. A small group from Quebec were also in attendance, with some nifty British cars of their own. Particularly neat was a 1936 Morris 8 convertible. It looked quite neat near the MG YB sedan of Alex's. One thing about Alex most of us never knew before – as well as fine cars, Alex has a love of fine music as well, and between his house and shop there are 5 pianos, including 2 Steinway grands in the living room! When you have class, it shows!

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**Ned Loughrey**

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## OVTC Tune-Up Clinic @ Miniman:

The Miniman afternoon of May 15 was lightly attended (is everyone's car running okay, then?), but was good for an opportunity for new and prospective members to turn out and see what we get up to. John Neal had only just had his TR3A certified for less than a week, and it made its inaugural event journey. It wore its nearly 40 years of age well, but the engine ran smoothly, and Rob Staruch said it needed very little to certify, more like a 'refresher'. If anyone is thinking of getting themselves the plate "TR3", forget it – this car has it.

Another person who joined the OVTC that day was Gary Kristjansson. Gary has both a Spitfire and a GT6, plus extra parts for both. You saw his ad in the last issue. Rounding out the new faces was Rob Christopher, who was on hand to have a look at Shawn Spence's TR6. Shawn was selling his TR6 in favour of money towards a cottage, and I've since learned that Rob & Shawn have struck a deal. We'd like to welcome John, Gary and Rob to the OVTC. Cheers!

Again, many thanks to Rob Staruch and the folks at Miniman for letting us drip oil on their premises (like that doesn't happen often anyway!). Cheers to you guys, too!

## Import Cruise Night began May 16<sup>th</sup>:

The inaugural Cruise Night got off to a fairly good start this season. A few cars of all types were in attendance. Most notable was GANDALF founder Phil Karam with one of

his stable of 18 classics. That night Phil arrived in a pure white Jag XK120 coupe. Phil's sons showed up in classics of their own – a TVR Vixen and a Marcos GT. Subsequent weeks have varied in their turnout, though Phil has since returned with another XK120, this one a roadster that is fresh from a full restoration. Chrome does look good when it's brand new! Come on out for yourselves some Sunday and see – 6:30 p.m., Merivale Canadian Tire parking lot.

## British Car Week Celebration – May 30 (by Ed Kaye):

On May 30th Viv and I took in the Montreal Classic Car Show sponsored by the Jaguar Club of Montreal. We went down the evening before, taking advantage of the excursion to wine and dine with Vivien's sister and family. Up not so early and not so bright we drove the five or so kilometers to Beaconsfield's Centennial Park, a beautiful wooded location beside Lac des Deux Montagnes.

We were greeted and assigned an area to park both the truck, trailer, and of course the TR4. All morning Montreal's finest classic sports cars and sedans arrived. By the time it was all over the count was 270 cars! A tremendous success. The weather was hot and sunny and I'm sure that had something to do with the large number of cars in attendance.

It was nice to see lots of cars that we had not seen before. And also lots of the usual classics such as those fantastic Triumphs, MG's, Jags, Lotus, Land Rovers, Rileys, lots of Mini's/Coopers. But the best of show was a 1954 Allard in mint condition. As a matter of fact restoration had just been completed by none other than the owner Bruce Allard, son of the creator of the marque. He told me that he has the rights to the marque as well as the drawings and moulds and will be re-creating that wonderful car starting this fall. He is taking orders, however I didn't ask how



much. (I figured if I had to ask I couldn't afford it. Maybe my wife can???) For more info check out his web site at: [www.allardj2x.com](http://www.allardj2x.com).

There were only two Ottawa cars at the event, our TR4 and Len Fortin's MGA, not a great turnout for our local clubs. However we took advantage of the situation and handed out flyers introducing our 10th anniversary Richmond show. If the weather is good we should see lots of Quebec classic car enthusiasts there. Thanks to the Montreal Triumph Club for their hospitality and the organizers for their endeavors.

#### **Mosport Convoy formation (Ed Kaye):**

It looks like there are a number of club members planning or half thinking about taking in the Mosport 50th Anniversary celebrations on the July long weekend. Vivien and I are definitely going and would like to invite all those that are to contact us so that we can plan on camping in the same area at the track, as well as co-ordinate supplies. (Do we need several stoves and ten dozen eggs?) As we will be trailering the TR4 we will have plenty of room in the truck to assist in transporting extra gear that won't fit in your boot.

Give us a call at your convenience (692-1880).

#### **Oxford Mills Classic Car & Bike Show:**

The Oxford Mills show was held on a particularly hot & sunny Sunday, but as the cars & bikes are in amongst the trees on the church property, that was not a problem. While British cars are not the focus of this show, it's still nice to come out and see all the various cars in attendance. Britain was still well represented, with a Sunbeam Alpine, a Rover 2000, and the '53 Alvis as well as some Boot'n'Bonnet cars. Last but not least was Gord in the Jag and yours truly in the 3A. Mike & Marjorie Graham were along in their TR6, but the grounds were already full

and they had to park outside.

Former member Paul Williams was along in an E-type coupe he'd just bought from a guy in Calgary. You never know what Paul will be driving: while he still has his TR8, and I believe the MGC GT, he sold the Boxster of last summer to go for the Jag. You never know what is next for Paul.

Shortly after arriving, I met a person who said he'd recently bought a TR3A and was interested in finding out more about it. This was the car that was in the paper as part of an estate sale with a couple of TR6s and a GT6. Yet another convert has come to the Triumph fold!

I headed off a little early from the show, and on my way home, noticed the 3A was running slightly hotter than it had on the way there. I was on Malakoff Road (btw – an excellent road, with a good variety of twists & turns) with no other traffic around, so it wasn't for lack of clear road. I guess that's the next thing to check – the cooling system!

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#### **Spitfire Raffle – No OVTC Winner:**

At the April meeting, I had sold \$5 raffle tickets for a 1976 Spitfire which had been restored by a high school auto shop near Guelph. Unfortunately, despite 30 tickets sold locally (I bought 5!), the winner of the Spitfire was a Ms. Lynn Bunker from Mildmay, Ontario. I also understand that Lynn is the grandmother of one of the students at the school. Can't you just hear her grandchild now?! I've asked the auto shop



teacher to restore a Stag for the next raffle they wish to hold!!

### **RICHMOND - June 27th, 1999 - 10th Anniversary Year – the best yet!!!**

Plans are coming together for this year's show, and many of you have been contacted regarding your contributions as volunteers. For those not yet contacted and who wish to volunteer, please contact Jeff Patterson at 839-2891. You can also pitch in at the show – just come & see us at the 'Yokohama' tent any time during the show. Those who are volunteering should check in at the tent 5-10 minutes before their shift is to start.

Our vendors have also started to confirm their presence at the show, so we can promise another good 'Auto Mall' this year, with something for everyone. We have familiar faces back this year, such as Kim Chevalier of KDC Everywear and Martin MacGregor. New faces will be our corporate member, Fred McEachern of British Auto Supply, BMC from Smithville, and Wanderlust Books, to mention a few.

With declining interest the past few years, we've decided to drop the contest for the most creative club display. Clubs are still welcome to create eye-catching displays, but there'll only be bragging rights to be had. The show will be adopting the traditional approach of Participant's Choice awards, with trophies and prizes for the top 3 vote-getters.

A special point about this being the 10<sup>th</sup> Anniversary show is that the show's founders, former OVTC members and TR4A owners John & Evelyn Carr, are moving to Kelowna, B.C. a week after the show, where John will be taking a new job. This is our chance to say Thank You and Farewell to the Carr's for their creation of this great event. John still has some Triumph & MG parts as well as magazines to be disposed of, so he'll be selling them in the Auto Mall that day.

### **The Spitfire – Triumph's longest line:**

For a project that was nearly killed off before it even started, the Spitfire went on to survive right up until the very end. There was a single prototype of the Spitfire – project 'bomb' – when British Leyland took over Standard-Triumph in 1960. Fortunately, rather than cutting back and killing the project, it was pursued and the Spitfire was the first major project to appear in the autumn of 1962. It was part of General Manager Alick Dick's intention to have a sportscar version of the 'Zobo' (Herald) drivetrain. Michelotti had already produced a small sportscar design on a shortened Herald frame. Standard-Triumph was notorious for sharing substantial amounts of parts between models, and this was no exception.



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The next thing was to give this new car a name. The name 'Spitfire' evoked passionate memories of the famous WWII British fighter plane. This alarmed some 'do-gooder' types who felt people would drive the car as if it was an airplane, without regard for safety of others! Compared with its immediate rival, the Autin-Healey 'frogeye' Sprite, the Spitfire was sleek and lean, and the car offered both roll-up windows and a trunk, of

which the Sprite had neither (but would quickly develop).

The Mk1 Spitfire received an uprated version of the Herald 1147cc engine, good for 63 bhp versus 51 for the sedan. Before long an overdrive, wire wheels and hardtop all became optionally available. Triumph had found the formula for an entry-level sports automobile.

More than 45,000 of the Mk1 Spitfires were produced by March 1965 when the Mk2 model was introduced. The engine received more horsepower (67 vs 63 bhp) and more luxurious interior trim and seats. Triumph had begun to offer tuning kits in early 1964: Interim, Stage I and Stage II. The Interim offered a downdraft Solex carb and revised intake manifold, producing 70 bhp; the Stage I did not appear, but the Stage II setup, extremely rare today, consisted of an eight-port cylinder head, twin Weber DCOE carbs, plus a higher-lift camshaft and an exhaust header.

The Mk2 lasted until the spring of 1967 when the Mk3, distinguished by its 'bone-in-teeth' bumper position, took over. The new Spitfire was designed to provide buyers with more power and provide the U.S. government with concessions regarding emissions and safety. The Mk3 received a 1296cc engine developed from the Triumph 1300 sedan, complete with 8-port head as standard. This gave the Spitfire with a 100mph capability for the first time. In addition, the Mk3 received larger front disc brakes, a better clutch, and gas-filled shocks. The 100,000th Spitfire was produced by the end of 1967.

The later Mk3 Spitfires began to feel the pinch of U.S. regulations. The 1969 models gained safety headrests and lost 7 bhp. In 1970, the car lost a carburetor! Externally, the 1970 gained side-marker lamps and an RAF insignia on the hood. Michelotti had been called in in 1968 to offer restyling

suggestions. Fears of possible U.S. regulations had his ideas for pop-up headlamps killed, although this rule never materialized.

The end result of the restyling was the Mk4. It received a dramatic change at the rear, with a new kamm tail treatment and full-width rear bumper. The rear deck was also flatter. Up front was a more sloped nose, but with larger impact rubber bumperettes. The power began to drop off as well with the Mk4, from 63 bhp in late 1970, to 58 in 1971, to 48 in 1972.

To help offset the decline, Triumph gave the Mk4 a 1500cc engine in 1973. The Mk4 lasted until late 1974. This engine became the calling card of the last incarnation of the model, the Spitfire 1500 was introduced in the autumn of 1973 as a 1974 model. The extent of U.S. emissions and safety laws showed in comparison, as the 'federal' version had 57bhp @ 5,000rpm with a 7.5:1 compression ratio and a single Stromberg carb. The 'non-federal' version had 71bhp @ 5,500rpm with a 9.0:1 ratio and twin SU's. The California version also had a catalytic converter.

The life span of the 1500 was spent in appeasing the increasing U.S. government requirements. In 1975, the same style overrides as the TR6 appeared on the 1500, and they didn't do anything for either car. In its defense, the 1500 was the most comfortable of the Spitfires, and it was a good-handling car. Over 300,000 Spitfires were built in the 18-year run, and in August 1980, a yellow home-market 1500, reg. 'ORW 756W', rolled off the line, marking the last Spitfire produced and the end of car production at the Triumph factory at Canley in Coventry.

#### **By Ward Market Show – June 6<sup>th</sup>:**

The OVTC was well represented at the ByWard Market show last Sunday. There

were the TR8's of Paul MacDonald and John Tierney, the TR6's of Martin Harasek, John Day and Mike & Marjorie Graham, the Spitfire of Roly Mailloux, and, last but not least – the GT6 of Vivien Kaye! At long last, says Vivien! These cars were all on York Street (right near the 'Brig'), while Ed Kaye's TR4 and Shaun Hennessy's TR3A were at the 'Salute to British Cars' at the National Gallery. A great chance to show off those chrome wires! The weather on Sunday was a sunny, muggy 32 degrees – just slightly too much for touring around and seeing all the different cars & clubs, but at least it didn't rain.



Wait a minute! Yes it did rain! About 11 o'clock, we had a big crack of thunder and for the next 10 minutes, we had a fairly heavy rain. Then it stopped and all was well again. It was quite a sight to see everyone perform a 'Le Mans Start' as they ran to get their tops up! I don't know how big a system it was, but it didn't reach the Jag Concours at Lansdowne Park. On the bright side, the rain did help to cool everything off, albeit briefly.

Before long the rain was forgotten and we went back to touring the cars and the Market in general. There was a catered lunch of fish'n'chips from the Fish Market, which was a nice touch from past years (a little tricky to eat without a table, but nice nonetheless.



We had a few inquiries about the club from the public and handed out a couple of membership forms, and to my knowledge none of our cars were damaged. We did see one family posing their kids for a photo on the bumper of a Packard convertible – I hope they were the grandkids! Some other person left some fingerprints all over Roly's car, but nothing more.

The show was very well organized, though strangely some groups were conspicuously absent. The Jags had their own concours and S-type launch, which we knew of. The Lotus guys weren't there, however, nor were the Austin-Healey's. What better chance do you have for a reserved parking space in the Market on a weekend? That aside, however, the show was well done. A 'congrats' to Shannon Lee Mannion and the rest of the organizers for their efforts once again.





### Oil Drips – the OVTC Gossip Column:

- Malcolm Brown had an unfortunate oil loss while driving his car recently. The rubber hose for the oil cooler had worn through on the steering column, and had let go at highway speed. The resulting engine damage is being repaired, but Malcolm now feels it's time to sell up. If anyone knows of a 60's Mustang for sale, let Malcolm know.
- By process of elimination (i.e. 3 solenoids & 2 batteries), John Day determined his TR3A starter required a rebuild. All is again well, and the car is running great, though a little hot. Next on the list.....
- John also had his roof done recently – actually it was a great excuse to get a dumpster in for a major garage purge. First to go was an old TR2 engine block, followed by various no-good, rusty bits. Shame the roof won't need doing for several more years!
- Shawn Spence has sold his TR6 of 20 years, to Rob Christopher. Shawn moves on to another stage in his life, but intends on returning to Triumphs some day, perhaps with either a TR4A or TR250. Salut, Shawn – and congrats to Rob.

### Classified:

- 1959 TR3 a club member car. Due a busy life style, this car just sits and sits instead of being driven and driven. Therefore this is the reason for its sale. The car is in excellent condition and drive beautifully. Price : \$8,750.00 Firm - Firm. Along with the purchase comes a full array of desirable TR3 spare parts. Call :741 - 7943 (voice mail) or e-mail owner at: disipio\_john@wsib.on.ca.
- 1979 TR7convertible. Red, 5 speed, good running condition. New top. No rust. \$4,900 or best offer. Bob Phung 851-6139
- Max McMillan has some GT6 stuff to sell: 2 litre engine block; ZS 150 carbs & intake;

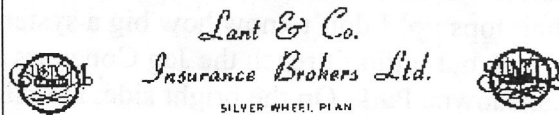
rad; water pump; Volvo trans & overdrive, & more. Call 825-4111 or glm@netcom.ca.

- Wanted – front fenders for a 1975 Spitfire. Call Kevin at (613) 732-1937 (Pembroke).
- Various Spitfire Mk 1-4 and GT6 Mk 1-3 parts, body and mechanical, (incl. twin carb sets) for sale or trade. Call Gary at 836-6002.
- 1960 TR3A. Same owner since 1971. Overdrive, wires, TR4 engine, good overall condition. Fibreglass skins. Asking \$6,500. Call Peter Wright at: 290-2816 (days), or 836-4463 (evgs).
- 1974 TR6 – Complete documented body off, ground up restoration completed 10 yrs. ago (over \$25K invested). Detailed engine bay (lots o' chrome), detailed chassis. Multiple concours winner. Meticulously maintained. Recent (June 99) \$5K+ investment in complete engine rebuild, including re-bore with six new oversize pistons, new cam (early TR6 version), all new bearings, gaskets etc, etc, etc. Head completely reworked for no-lead operation with new valves/valve guides, hardened valve seats, etc. Asking \$16,500. Call Malcolm at 825-0458. Need a back seat for the family.

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PRESIDENT



### Next Month:

- Report on the Sporting Classic Show
- VARAC 50<sup>th</sup> at Mosport - Report
- More 'Oil Drips'.