



VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

August, 2000



- **August 20 B-B-Q at Steve Bourne's**
- **August 22 meeting at Fibrenew**
- **Plus much more!!**

Send Newsletter submissions to: OVTC, c/o 8 Pentland Crescent, Kanata, Ontario K2K 1V5

Ovtc@home.com

Web Site: www.geocities.com/ovtc_2000

Cover: *A shot of Brian Mill's garden.*

NOTICE! OVTC meetings have been moved from the 4th Monday to 4th Tuesday of each month. See map on last page.

Message from the President:(Mike Graham) 2

Report from Last Meeting 3

Calendar of events 3

Club Membership Updates..... 3

Email 3

From the Triumph List... 4

Auxiliary TR6 Bonnet Release 4

Next Month: 5

Oil Drips – the OVTC Gossip Column: 6

Triumphs amongst Hemi's in Brockville 7

Advertisements..... 8

Contact 9

Message from the President:(Mike Graham)

On the Road Again

Mike Graham

Well the sun is finally shining and Marjorie and I just got back from a nice run in the Six. Yes, hard as it is to believe, the saga has come to a successful conclusion. CF727U has returned to the land of the living, and after about 500 miles on the clock is behaving very nicely. Wow, what a feeling! I can confirm to anyone who doubted it that running on 6 cylinders rather than 4 makes a significant difference to the performance of a Six.

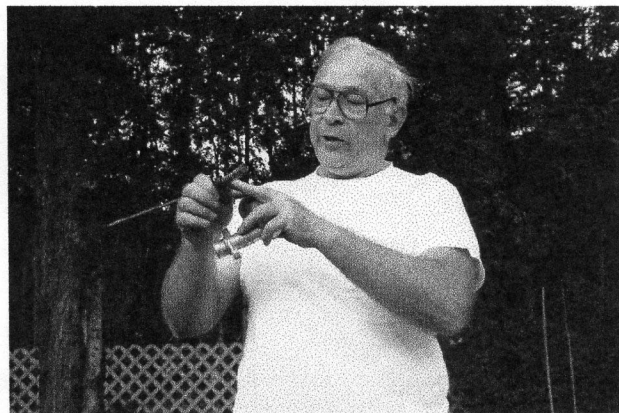
Our maiden voyage was to Dr and Mrs Mills for the last regular meeting. Fitting that the patient got to pay homage to Brian and make a throaty exhaust salute to say "thanks" in her own sweet way. Brian and Pat of course had gone out of their way to make everything perfect for our visit.

We were greeted by the site of a TR4 frame in the back yard as the stage for Brian's talk on hydraulics. As usual, Brian entertained us with an informative evening and responded to the many questions that arose during the discussion. We (at least I did) also learned about some parts of the

braking system I did not know existed. Brian also led us on a tour of his "toy shop" ... surprising that some of us were allowed to be exposed to those temptations without a proper chaperone, but Marjorie had to golf that night! (My Christmas list just got a little longer.)

Pat confided in me that Brian had decided that since she had suffered for so long with his fascination for cars, he was going to take up gardening so that they could share Pat's passion together. I can report here that Brian did make an honest effort. Now Brian shows promise as a gardener, but I'm not sure that his idea of a "bumper crop" is the same as Pat's. (I always wondered how Brian got so many parts, I know now that he just grows them in magic sand!)

A couple of events upcoming that should be most worthwhile. The Bourne's are hosting a BBQ on 20 August starting at 1:00. We look forward to a good turnout for this annual OVTC summer party. As well, we have arranged for the next regular meeting (22 August) to be held at FibreNew, 1531 Michael Street (corner of Belfast) at our regular time of 7:00 pm. These guys specialize in all manner of repair and



restoration to vinyl, plastic, and leather ... basically everything to do with the interior of a vehicle. I think it will be a very informative session. Hope to see you there.

Finally, thanks to Jeff Patterson for organizing the fun run down to Brockville after the British Breakfast last Sunday. I hear everyone had a

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great time. However, on the way home Paul and Kathy MacDonald were hit by someone who ran a red light. Fortunately, the MacDonalds are just fine, but the TR8 has a crumpled rear quarter panel. See below for a 'before' picture.



Cheers, Mike

PS. If you have heard the rumour already, I guess I have to confirm that its true. My car was so thankful that I had fixed up the engine and transmission that it decided to give me a big hug. Problem was that it would not let go. Yes, there I was in the CTC parking lot on Hunt Club permanently locked into my seat belt. Good news is that the CTC is not far from the Mills' and I was able to drive over there, escape from the car, and get a replacement part from Brian. Somehow, I've got to teach that car that it does not need to visit Brian every week!

Report from Last Meeting

The July meeting was held at the home/garage of Pat & Brian. Brian gave us the A-z story on hydraulics. As usual, Brian's talk was entertaining and informative. What began as a little understood mysterious art became a logical methodical science. I think everyone left feeling that they could tackle almost any hydraulic problem that their Triumph might throw at them.

Calendar of events

August	22 – meeting at Fibrenew 1531 Michael Street (corner of Belfast). Regular time
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	7:00 pm. Fibrenew is the worldwide leader in the repair, reconditioning and color restoration of leather, plastics, vinyl and cloth for the automotive, marine, aviation, commercial and residential markets." http://www.fibrenew.com/
September	26 – meeting at clubhouse
October	24 – meeting at clubhouse
November	28 – meeting at clubhouse
December	TBA – Christmas Party

Web Sites

<http://www.vtr.org>

home of the Vintage Triumph Register

Additional links to Triumph suppliers and other information sources may be found on the club web site.

Club Membership Updates

The December 1999 issue contained the 1999 membership list. Please review the list and forward any changes/additions etc. to David Huddleson. Telephone and emails are listed on the back page.

Additional copies of the membership list may be obtained by emailing the newsletter editor at OVTC@home.com. Since June is the regular renewal month it is important that information be updated with renewal.

Email

If you would like to receive your newsletter via email (the photos are in colour !) please contact Andrew Miller.

Email address for the Executive and the club itself are listed on the last page

Regalia

We are always looking for suggestions for new regalia items ... so if you have any ideas please let us know.

See Gord Robertson (the guy with the blue suit case) at the monthly meetings.

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ITEM	PRICE
Club licence plate frames	\$4
OVTC crest lapel pins	\$4
OVTC crest patches 3"	\$4
T-shirts – S&C auto show	\$5
T-shirt – 25 years of TR Register	\$20
Baseball hats – new style	\$8
Baseball hats – OVTC crest	\$8

From the Triumph List...

Dan Masters is a regular contributor to the Triumph List and has rebuilt a number of cars (he has also dropped American Iron into a TR6) Dan's comments and informative answers are always a welcome read.

Dan has recently published a collection of his insight and Wisdom for the TR250 and TR6. The book has 200 pages, 34 chapters, 223 diagrams, 49 photographs, 43 troubleshooting flow charts, and 8 large scale (11" X 17"), complete foldout schematics. It is printed on a laser printer (each book is an original - no copies) at 1200 DPI, on 24 pound, super white paper, for crisp legibility. It is bound with a plastic comb binder so it will lay flat on your workbench, and has clear plastic covers, front and rear. Word is that there are discounts available. Normal price is \$30US. If you're interested please contact Stéphane St-Amant and we'll organize a bulk buy

From our Web Site...

I have a spit Mk III, with the 1147cc in it. I'm currently in Vancouver, but the car is in Ottawa and I am hoping to fly home and drive back out here at the end of august. I rebuilt the engine last year – the only mechanically precarious part of the vehicle is the carbs. They stick and leak even after a rebuild, and the linkage is so loose that balancing them is pretty much impossible. Do you happen to know of anyone with a set of twin SUs and linkage that they might be willing to sell?

My father has graciously agreed to install them during his week off so that I can drive across the

country during mine -- so I'm trying to find a set in the Ottawa area.

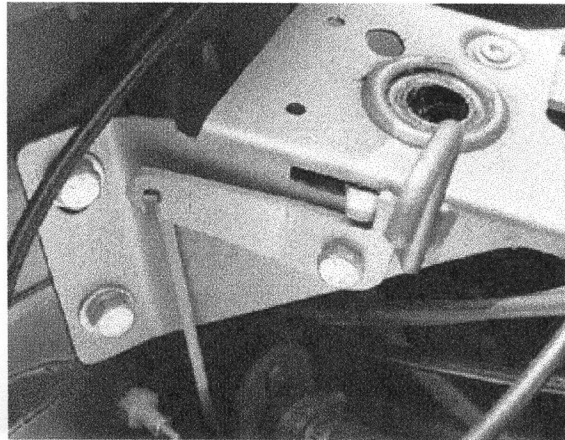
Thanks a ton for your help,

andy.

Please contact Andy Warfield at
andy@cs.ubc.ca

Auxiliary TR6 Bonnet Release

http://www.clark.net/pub/rweeks/hood_release.html



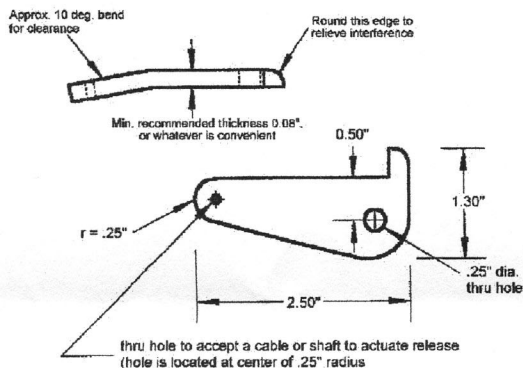
Joe Cannon

The hood release described here works very well. Actually, the force required to operate this is less than the force required for the standard pull cable.

The lever can be made by cutting out the drawing here and gluing it to a suitable piece of steel (i.e. a mending plate), available from a hardware store. Cut it out with a hack saw and finish it with a file. The general shape and radius is for aesthetic s, as long as the hole and vertical catch portion is as illustrated, the rest doesn't matter

Installation: After you have made the lever place it in position on the hood latch bracket and clamp it with vice grips. Then with a 1/4" drill bit running in the 1/4" hole drill just enough to make a small starting hole in the hood latch bracket. Remove the lever and finish drilling the hole for a 1/4" tap drill. (.201 or #7 drill), thread the hole with 1/4-20 or 1/4-28 tap. Make the activating link using a 10" length of wire (i.e. clothes hanger or welding rod), bent the wire sharply about 1/2" form an end and pass it into the small hole, then bend again to capture the wire link.

Now drill an appropriate hole in the horizontal section of the firewall directly beneath the latch bracket into the passenger side foot compartment. With the link attached and inserted in the firewall hole, mount the release lever on the bracket using the 1/4" bolt with flat washers as spacers. Screw the bolt in just enough so the lever does not bind or is too loose, its movement should feel right. Then use a nut and lock washer on the inside of the bolt to lock it in place securely. Now put an upward bend in the link in the portion that extends into the foot compartment. You wouldn't want a passenger to do "A stab in the leg". And that's all for installation. To activate the release, just grip the loop of the link in the foot compartment with pliers and pull down-"Pop goes the hood".



Next Month:

- More 'Oil Drips'.

Accelerator Shaft Bushings (TR6)

Mike Graham

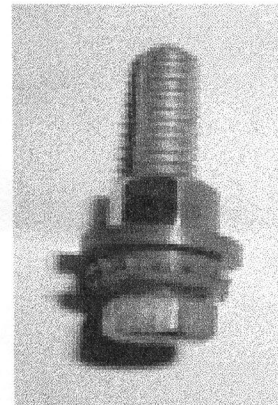
(Note: This is a reprint of Mike's original article, technical glitches caused the photos and the remainder of the article to be chopped in the last issue. Ed.)

Many people had warned me about how much trouble these little plastic bushings were to install. After doing some research on the various Triumph lists on the Internet, I discovered a few tricks I thought I would pass on to others. Of course, the bushings are easier to put in when the engine is out! However, two things did make installation easier. First, I reduced the diameter of the "wall" of the bushing on one side (the one you push into the hole in the bulkhead). I reduced

it from its stock diameter of 0.90 inches to about 0.75 inches. You can do this easily by putting a 3/8 inch bolt through the bushing and locking it in place on the bolt with a nut (see Figure 1). The bolt can then be held in a hand-held drill or drill press, while the bushing is filed down to size as it turns in the drill. After one side is reduced in size, the bushing should be soaked in boiling hot water to soften it a bit before you press it into place. With the side that is to be inserted reduced in diameter, the bushings are much easier to insert and there is still enough material to hold the bushing in place.

Figure 1: Plastic bushing held in bolt to allow easy filing of one side of bushing.

There was still a problem, however. I found that



after I had the two bushings in place, the accelerator shaft would not go back in because there was not enough room in the foot well to get it straight enough to push it back through the bushing. (I was able to remove the shaft because the bushing was gone and there was enough slack to manipulate the shaft in the foot well.) With the new bushings in place, the shaft did not have enough clearance and could not be reinserted. Further research suggested removing the brake and clutch pedals to get the shaft in place. I chose not to do that. I did try inserting the bushing with the shaft in place, but I can't see how that can be done (although some have claimed success with this procedure, it seems to defy the rules of physics).

So being rather unhappy (mild version of my true

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feelings!) at this time, I decided to seek another solution. I made some measurements with my new digital caliper (present from Marjorie) and set out to design a replacement bushing that could be installed with the shaft (and engine) in place. After I had made a simple sketch, I visited a local machine shop and had a pair of bushings made out of hardened bronze (see Figure 2).



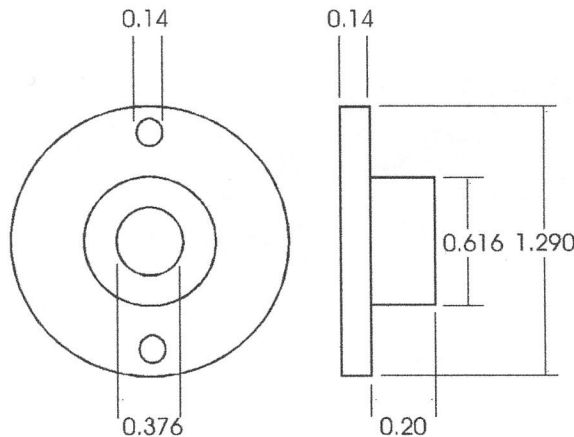
Figure 2. Prototype bronze bushings for TR6 accelerator shaft.

The machining charge was \$20 (about the same as the plastic version), and installation was very easy. You can reinsert the shaft easily because the bushings are not in place. Simply slide the bushings over the shaft and attach them to the bulkhead. I used pop rivets to hold the bushings in place. I think I might use self-tapping screws or small bolts if I did it again, because I found that the rivets “pulled” the bushings a little out of alignment. Bolts or screws might offer more flexibility when attaching the bushings. I have not road tested the bushings yet, but they appear to work just fine and I expect they will outlast the

These bushings are easy to install (with or without the engine in place) and I expect will provide excellent service. However, testing under real driving conditions is still required. I will report later on performance after a few weeks/months of driving.

Oil Drips – the OVTC Gossip Column:

The original plan was to write a tongue-in-cheek article explaining how to do up a TR6 seat belt and how to release a TR6 seatbelt. Apparently, one of our club members was stuck for 20




plastic equivalents by a great deal. For those that might be interested in making their own bushings in bronze (or other materials), here are the dimensions (in inches) I used for mine (see Figure 3).

minutes under a blazing sun when his seatbelt failed to release in a parking lot. However, since Mike “seat belt” Graham wrote this excellent technical article on Accelerator bushings I have agreed not to mention his name.

Figure 3: Dimensions of prototype TR6 accelerator shaft bushings.


a new level, boy! It seems you also must have a stuffed animal mascot for your car as well! My personal favourite at the show was the Murphy-bodied Duesenberg – what a huge machine! Another novelty was the Fiat 600 that somehow had a V8 with Edelbrock air intake shoehorned into it! There were easily a couple hundred or more cars all over the downtown and waterfront. Naturally, we got a bit of rain as we were packing up to leave (we wanted to beat the rush or we'd NEVER get out), but for the most part it was fine for the drive home. Needless to say, 'A good time was had by all' in Brockville that day!



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Triumphs amongst Hemi's in Brockville

John Day

After over two straight months of dismal weekends and cancelled car events, the need amongst OVTC members to go touring and attend a show was strong. So when at the last minute Jeff Patterson (the proud new owner of a TR8 convertible) proposed a Sunday 'British Breakfast' at the Capital City Diner followed by a trip to a show of 'heavy iron' in Brockville, the number quickly swelled to about a dozen cars! The weather was questionable, as seems to be a permanent situation, but we didn't care – off we went!

The run down to Brockville was nice, even though it was a bit meandering as Julio was trying to find Bob Thomas' house in North Augusta. Still, we were soon back on track after waking Bob up (he'd been on a night shift), and before long we were amongst all the domestic stuff (with some other foreign cars) along the river in downtown Brockville. These Ford, Chevy & other owners really raise restoration to



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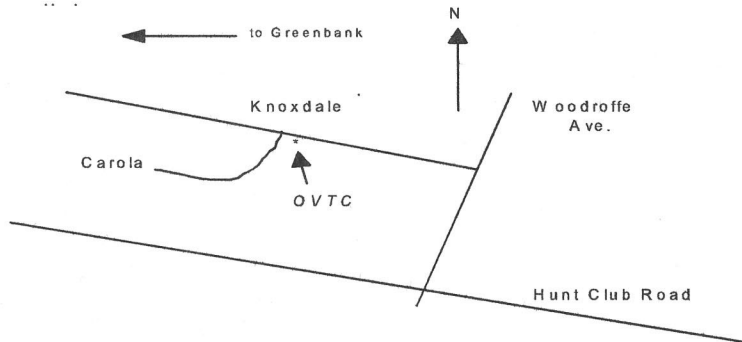
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The Ottawa Valley Triumph Club is comprised of approximately 65 members. The Club meets at 7:30p.m. on the fourth Tuesday of each month at the Manordale Community Centre, Knoxdale and Carola (see map). Meetings include technical seminars, video presentations, restoration techniques and much more. The Club also publishes a monthly newsletter, *Overdrive*, which is distributed to members. *Overdrive* is also exchanged with newsletters from other clubs.



Membership is open to all individuals and companies interested in Triumph sports cars. Membership is \$30.00 per year (June/June) per household and \$60 per year, corporate. **Please send membership application to: OVTC c/o 5053 Limebank Road, Gloucester, Ontario K1X 1E8**

The OVTC is a member of the British Car Council and is affiliated with the TR Register (UK)

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