



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

July–August 2001



Richmond 2001 was a grand success and the weather was perfect!

Very Busy Summer

Well the weather may be terrible for the lawn and the garden, but what a great summer to drive our cars! It seems that since the great weather in Richmond this year, every day has been nearly perfect for enjoying the pleasures of open air driving. The only exception would seem to be David Huddleson and his air conditioned TR8 coupe — and Roly insists he wasn't jealous on the way home from Brockville on 5 August!

Because of unfortunate computer problems for newsletter guru John “layout” Day we were unable to produce a July newsletter. However, this July–August issue combined with the very busy schedule of events more than makes up for this small glitch. Richmond seems like a distant memory but what a great day! We had lots of variety in the cars and, with the great weather, the club and the vendors all had a very successful day. I hope that everyone had the chance to check out the new merchandise that Roly had on sale. The new golf shirts are great and the vests should be very handy a little later in the year.

Richmond was followed by another well attended “Rally in the Valley”. Congratulations to the winners Vivien Kay and her friend Alison. Unfortunately, Marjorie and I were unable to attend, but by all accounts Al and Teresa Tierney did another terrific job. Thanks for being such great hosts and laying out such an interesting and fun rally. We'll have to do a better job of scheduling our lives next year, as this is one of the most enjoyable events of the year.

Next on the OVTC agenda was a meeting at the club house ... yes, that's right, at the club house. We had a great

turn out, and many thanks to Jeff Patterson for borrowing the radar unit to allow us to test our speedometers. No excuses now I guess. On 5 August, Jeff also arranged for a convoy down to Brockville for the car show there. It was our first time, and boy oh boy there were a great variety of fancy machines there. Jeff, Roly, David, and Marjorie and I represented the club, and it was clear that Roly's Spitfire attracted most of the TR attention!

Also this month are the open house at Ken Shillito's in Ingleside on 12 August, the joint meeting with the Underground Miata Network 14 August, and Moggies at the Farm on 19 August. More about those events in next month's newsletter. I like the inter-club meeting proposed by the Miata group as it offers an opportunity to meet a wide range of car nuts. After all, we are all afflicted by a different strain of the same disease!

Our regular meeting on 28 August will once again be at the club house and Brian Mills is scheduled to make a presentation on front suspension and brakes. Just a reminder as well that elections for next year's executive are coming up. Please lend a hand. It is not a lot of work and it is very rewarding; however, we do need some new blood in the executive, so please volunteer. For September, Louis Boucher is arranging for the POR 15 representative, Pat Dolla, to visit our club from Montreal. We are thinking of inviting the MG club to join us for the meeting.

Cheers, Mike Graham, President

Richmond 2001 - A Grand Day Out

After the deluge that was the nonevent of 2000, this year's edition of the Sporting and Classic Auto Show, (a.k.a. Richmond) was a big success. An approximate count of 175 cars turned out for the show, including an assortment of North American iron, which was quite pleasing to see. The three Pontiac GTOs together made for quite a photo opportunity. Once again there was a good cross section of imported marques, including Ferrari and Porsche, as well as the expected strong showings of Triumph, MG, Jaguar, Lotus, VW and so on. Despite the truly amazing entries from some participants, the Participant's Choice first place award went to the 1934 Singer 9. I can't recall if that car had been to the show before. Second and third places went to the Triumphs of Bob Thomas and Ed Kaye — well done, lads! It was such a nice day, the vendors decided to just set up outside, so we may think about requesting the show barn at all in future years! Thanks again to all the OVTC members who helped out at the gate and elsewhere for their volunteer services — we couldn't do it without all your help!



The Happy Winners of the People's Choice Awards

The 'Rally in the Valley 2001'

Another perfect weekend greeted all those who participated in the Tierney family mini-Rally and BBQ at the home of Al and Teresa Tierney on Mississippi Lake. After the great route put on the year before, Al and Terry managed to out-do themselves this year with a larger, expanded route into Lanark County. The rally itself was made more difficult, with more of a time-distance element added at several checkpoints. There had to be a good level of co-operation between driver and navigator, which is why Al cautioned the married couples to remember that it was only a game! That might also explain why it was not a married couple at all, but Vivien Kaye and her friend Alison who had the best overall score (of course, they said it was because there was no male involvement in the team!). The consolation prize went to Roly Mailloux and his son Keith, who, while having the lowest points score, could at least console themselves that they were not the latest in arriving back.



Rally participants enjoying the day.

The day of the Rally was also the first anniversary for Stephane St-Amant and wife LeeAnn, so when they were roughly 35 minutes overdue, we assumed they'd stopped for a 'noon-er'! They assured us they were just being thorough in their responses to the trivia questions! Stephane had also surprised LeeAnn by smuggling a bottle of champagne into his Spitfire before leaving home that morning, and it stayed a surprise until it was time to toast the newlyweds! A Happy Anniversary, you two! The BBQ went off without a hitch, and the boaters on the lake got an eyeful of our cars on the Tierney's lawn, which made some heads turn. Thanks once again to Terry and Al for putting on such a great double-header event! Cheers!!

July OVTC Meeting — New Knoxdale Clubhouse opens! Radar speed check discussion.

The July meeting was held, for the first time in months, at the new clubhouse building on Knoxdale Road. It was such a nice night, we couldn't bring ourselves to go inside to hold the meeting, but it was great to congregate at the same old location all the same. People did tour the new facilities in small groups, and we were very impressed with the new facilities! The meeting room at the eastern end of the building is larger than before, and there is improved storage for the new meeting chairs. The kitchen is light years ahead of what we had before, and everything about the new building is so much more improved.

Jeff Patterson, a senior constable with the Ottawa Police, obtained a radar gun from work and led a discussion about radar guns, their use and operation, as well as how their evidence is presented in court. Jeff then took members out in groups to the 416 to see how accurate their speedometers were at different speeds, up to and (a little) beyond 100 km/h.

Brockville Car Show

The OVTC was represented at this show by Jeff Patterson (TR8), David Huddleson (TR8), Roly Mailloux (Spitfire), and Mike and Marjorie Graham (TR6). It was a great day and there was a tremendous variety of cars

on display. Of the Triumphs that were there, the one that attracted by far the most attention was Roly's Spitfire. I think we have to award him the *Triumph of the Show Award!* We all enjoyed the day and the drive.



Triumph of the Show Winner

MiniMan closing its doors on Walgreen Road

Many of us are familiar with MiniMan, which has operated on Walgreen Road in Stittsville for over a decade. It seems the tech downturn has hit the sportscar business as well, or else with more cars restored locally there are fewer to restore. Whatever the cause, Miniman will be closing its operations on Walgreen Road in the next few weeks; the parts cars are already gone. Informed sources tell us that Rob ("Miniman") Staruch and his lieutenant, Eric, will be operating out of Rob's home garage, which I understand is about as big as the business location as it is! More in the coming issues of *Overdrive*.

Steve Bourne's Queensway incident

We had heard from one of our fellow British car hobbyists who works near the Queensway and Booth Street that a GT6 had been involved in an altercation. This person even was able to supply telephoto images (just what does he DO at work, anyway?). When the images were received by the ever-alert *Overdrive* staff, we gasped "That's Steve Bourne!" Sure enough, it was Steve's magnificent red GT6. No word yet on the damages.



The man in white "is not amused"!

Rather Safe than Sorry, by Mike Graham

There are numerous horror stories of people having to go to great lengths to open the hoods (bonnets) on their TR6s if the cable release breaks. Some time ago I decided to be safe rather than sorry. Here is the approach I took to installing a supplementary hood release.

This is a very inexpensive fix as the total cost was less than \$2. The cable I used came from Princess Auto and

accounted for the entire cost of the project. This particular cable came with a flange and a threaded portion that I secured to the firewall (actually the inside of the passenger side footwell) with a nut. See Figure 1 for the overall layout of the release mechanism. I shortened the cable to about 12 inches by carefully cutting the plastic external sheath and then cutting the inner steel cable about 2 inches longer than the plastic outer sheath. The handle for the release was made from the plastic bottom of an old trophy. Two holes were drilled in the handle to hold the steel cable. The smaller hole allows the steel cable to pass through; the second hole runs about half way down the first hole to allow the crimp at the end of the cable to “lock” in place (see Figure 1). The other end of the release features a brass bolt used to hold a household toilet to the flange on the floor. A hole was drilled into the bolt (close to the flat surface) to allow the steel cable to pass through and a coupler for a clothesline was used to finish the end of the cable so it would not unravel.



Figure 1. Components of the supplementary hood release.

I drilled a hole in the arm of the hood release mechanism to accommodate the attachment bolt. This turned out to be the most difficult part of the project because this piece is **very** hard and proved to be extremely resistant to sharp, new drill bits. Eventually, though the drills won. Next it was just a case of feeding the assembly in from the passenger side footwell, tightening the nut holding the cable in place, and snugging up the bolt holding the cable to the release arm (see Figure 2).



Figure 2. Supplementary hood release installed (the arrow shows the new cable).

I have not been forced to use this new release, but have tried it several times and it works very well. It is worth the few minutes it took to make and install for the peace of mind it provides.

TR6: The Ruggedly Handsome Two-Seater is Considered the Pinnacle of the Triumph Line
(Albuquerque Journal, Albuquerque, New Mexico, USA, 6 July 2001), by *Malcolm Gunn, Wheelbase Communications*

“I don’t know how the car can stand up to that kind of serious abuse”, I would often say to myself. The car in question was a 1971 mustard yellow Triumph TR6 sports car, a graduation present that my friend Gord had bought for himself. Fresh out of University and now a full-fledged architect, Gord had replaced his long-since rusted out TR3, the one with the tiny doors and ill-fitting side-curtain windows, for this latest creation from the British Leyland conglomerate.

Gord loved cars, but knew nothing and cared even less about their inner workings. He simply enjoyed flogging the bejeepers out of them at every opportunity, and his latest prize was no exception. His favorite attention-getting tactic was to bomb around town with the top down, wearing a rooster-shaped cap he had acquired from some frat house halloween party. The effect was startling, if not a bit disturbing, but Gord, a full-blown eccentric in his own right, cared little about what others thought. He was having a good time, and got a kick out of the 'Chicken Man' title his friends bestowed upon him. Fortunately, the sturdy new TR6 was up to Gord's heavy-handed driving style, at least for the first few years of ownership.

The TR6 was first launched in 1969 to rave reviews. It had been preceded by the short-lived TR5 and TR250 models that introduced six-cylinder power to the TR-series for the first time. The TR6's inline 2.5-liter pushrod (OHV) motor was basically a carry-over from the TR250, as were most of its mechanical bits. However the bodywork had been restyled by Karmann, the same company that had designed the Volkswagen Karmann Ghia and built the Beetle convertible. The major cosmetic changes consisted of moving the headlights out to the edge of each fender, and creating a chopped-off or 'Karmann-style' rear end. The result was a whole new lean and mean image for the Triumph, which proved popular with buyers, particularly in North America where 90 percent of the TR6's 94,619 total production were shipped (including every car manufactured after 1974).

Less popular with buyers, though, was the loss of power that resulted from the new emission controls that became mandatory on all new vehicles beginning in the late 1960s. To meet these anti-pollution requirements, Triumph was forced to replace the TR6's export model's fuel-injection system with a pair of Stromberg side-draft carburetors. The result was an output of slightly more than 100 horse-power, a significant reduction compared to the home market's 152 horsepower rating. Performance also suffered, with a 10-second-plus 0-60 mph time, nearly two seconds slower than the proper British fuel-injected version.

Despite this power shortage, the TR6 was still considered a lively performer and its low center of gravity, four-wheel independent suspension and front disc brakes resulted in the car earning high marks in the fun-to-drive department. The cockpit was also a comfortable and cosy spot with plenty of leg, shoulder and elbow room for two.

But the real magic began when the engine was turned on, the four speed gearbox was snicked into first gear and the relatively heavy clutch pedal was returned to the rest position. The burbling exhaust note emanating from the TR6 was sweet music to both passengers and passers by.

On the down side, the TR6's minimal rear suspension travel resulted in much bottoming-out over rough or even moderately uneven pavement, transmitting a jarring thud through the driver's lower back. Also, the folding soft top (a removable fiberglass hard top was optional), although easier to erect than that of the MGB, still fell short of the class-leading Fiat 124s one-piece instant up/down lid.

By 1973, British Leyland was forced to add two grotesque chunks of rubber attached to the far end of each of the TR6's front and rear bumpers in order to satisfy the ever-tightening North American safety regulations. Although they provided a measure of protection from mild trauma, they interrupted the car's otherwise clean and graceful lines.

After a seven-year production run, the last TR6 rolled out of the Canley, England plant in July, 1976. Its replacement, the TR7, was a thoroughly modernized sports car, with unit body construction, aerodynamic styling and trendy pop-up headlights. The new model was a popular seller, but its buzzy four-cylinder powerplant meant it lacked the heart and soul of the more muscular looking (and sounding) TR6.

Somehow, I can't imagine the hard-charging Chicken Man driving anything but.

Upcoming Events

Moggies at the Farm!

All Triumph Club members are invited to the GOMOG annual bash, which this year will be held on Sunday, 19 August, at 12:00–4:00 at Diamond Link Farm, 3358 Diamond View Road. To get there take Highway 417 West to Exit 155 (marked Carp/Almonte) and at the top of the exit ramp turn right (toward Carp). Travel about 1 km or less to a Shell Service Station on your left and turn left immediately. This is Diamond View Road. Go about 8 km then look for the signs for number 3358. Please bring a pot luck item/something to BBQ, as well as the beverage of your choice. A lawn chair or two and a camera would also be good. RSVP to Edward at 839-3041 please.

Linda Thomas of the **Boot 'n Bonnets** sent us a flyer about their British Car Day scheduled for 26 August in Kingston City Park. This year they're celebrating the 40th anniversary of the E-type as the featured car. The hours are 10:00–4:00. There will be participant's choice judging, dash plaques, BBQ lunch, vendors, and many valuable draw prizes. Admission is \$20 per car (includes BBQ lunch for 2).

British Invasion at Stowe, Vermont, 13–16 September. Billed as *A Four Day Celebration and Salutation to the Great British Motorcar and all manner of other things British*. Several OVTC members are planning to attend, so why not join the party? See details on their website: <http://www.britishinvasion.com/main.html>

Wanted and For Sale

Wanted: Headlight switch for my TR6. Please contact Ian Clough, Tel: 613-523-4508

Wanted: A pre-1974 TR6 in very good to excellent condition. Please contact Sanjay Shah, 800-387-2646 ext. 277

For Sale: Garage doors. Two are sectional doors 9 feet wide by 7 feet high with all hardware. One is solid door 8 feet wide by 7 feet high. Best offer takes them ... cash or trade for TR6 or GT6 parts. What have you got that I might need? Please contact Mike Graham, 613-258-2901

For Sale: 1980 Triumph TR7 Convertible, 5 Speed Manual, Fully rebuilt engine (less than 1000 km on it), new clear coat red paint (done at a Honda dealer with Honda specs, car parked in indoor since), new tires, exhaust, starter, alternator, battery, clutch, breaks, water pump and many more. Almost every thing has been changed. Comes with many parts. Looks and drives Great. Asking \$6,000 . Contact Mahmoud Elzeftawi, W: 765-4986; H: 839-9990; E-mail: mod_elzeftawi@hotmail.com

For Sale: Original from Britain parts for pre-75 TR6. These are new in boxes. Complete black wool carpet set and wheel well covers \$350 for set. Door pull upholstery handles 1973 and prior left and right black \$50 for pair. Original Leyland trunk rack new unused \$100; Dash top pad black \$80; Black grill finisher piece and rubber seal for bonnet \$50; TR6 Repair manual (good one) and glove box guide (free with purchase) \$500 takes it all. Contact Chris Clarke 838-5136; 765-8868 or cclarke@compmore.net.

Sponsors

Our thanks to our sponsors who continue to support the club in many ways.

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Authorized distributor for TRF, Moss, Victoria British, and Panaspport.

British Car, PO Box 1683, Los Altos, CA, 94023, USA. The American magazine for Triumph enthusiasts who love English cars. To subscribe call: 1-800-949-9680. Mention the advertisement in our newsletter and get one extra issue free. Rates: 1 year (6 issues) \$22.95 USD, 2 years \$39.95 USD.

Bytown British (Ned Loughrey), 1003 Cummings Avenue, Ottawa, K1J 7S2, Tel: 613-744-4900. Repairs to keep your sports car on the road.

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The Ottawa Valley Triumph Club is comprised of approximately 65 members. The Club meets at 7:30 p.m. on the fourth Tuesday of each month at the Manordale Community Centre, which is located at the corner of Knoxdale and Carola Roads in the City of Ottawa. Meetings include technical seminars, video presentations, restoration techniques, and much more. The Club also publishes a monthly newsletter, *Overdrive*, which is distributed to members and exchanged with other car 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 applications** to: OVTC c/o Vivien Kaye, 1710 River Road, Manotick, ON, K4M 1B4.

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

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