OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

February 2005

Letter from the editor

January couldn't have been any colder but when the weather gets tough, the tough get driving. To the Dyers's home they drove, the members of the OVTC. The winter bash seemed a repeat of last year's fun around the kitchen table. Due to the extreme cold no one wanted to stick a human or a Triumph nose out of doors. But members did what comes second best, they cooked up a storm and spent the day sitting around Sue and Tim's table where plates of the most delicious food seemed to miraculously disappear in front of our very eyes. Talk turned to diets and recipes and it was suggested to me to print out some of the most wonderful recipes our OVTC cooks could provide. Please be encouraged to send in more of your favourites.

The winter bash, a wonderful repeat of last year's fun, was again a smashing success. Tim, Sue and Jason Dyer were our most gracious hosts. Heart felt thanks from all the members of the OVTC are extended to you. Everyone who attended gained at least two pounds of body weight. Thank you, Sue, for the great food and the opportunity to enjoy your beautiful country home.

Well, I guess, if we can't show off our cars in the snow, as Wayne Mercer in the

above pictures does, if we can't drive during these cold month of winter, we can at least talk about car events, plan for this years fun in the sun and eat good food. And people, please know that the blue berry cheese cake recipe will not be shared. It's a well kept family secret and will not be revealed by the creator. Cheryl….. you're so cruel…!!!!! Laughing out loud…..!!!!

Some people wanted to know how the work on our GT6 is progressing. Well, it's moving along slowly. While we're waiting for suspension parts to arrive, we painted the wheels, we've ripped apart one seat and also the Stromberg carburetors . The other day, while reporting on the restoration work to some friends, I wrote down my thoughts on the work in the garage. When the wind howls around the corners of the building and the snow whips by and slowly covers up the window this came to mind.

"Thoughts:
I struggle with the mechanical jobs. I can't find the right tools, sockets, spanners, bolts. I swear and I'm angry at myself for not knowing how to deal with a problem. I'm a greasy mess of a person, but I couldn't be happier. Here I am, lying on the dirty garage floor, under the frame, trying to attach the steering rack to the frame, my hair dragging through an oil slick on the floor and I DON'T CARE, I simply don't care. I look at my work, and how this car comes together, and I'm elated. I unpack boxes of components, one by one, all of which I had previously sandblasted and restored, and I'm actually able to take these nicely new looking parts and install them on the brightly painted red frame. Everything falls into place. Everything looks new, freshly painted and shiny. Every component helps to make a beautiful little Triumph out of the old rust bucket that once was 'the project'.... My hands are black with grease, I'm wearing clothing of the same colour, and I would run for cover should anyone stop by for a surprise visit. I sport bruises on my hands and arms, remnants of battles with stubborn bolts and nuts and the socket wrench, which doesn't want to co-operate in the hands of un-experienced apprentices. But, a permanent smile is engraved into the lines on my face. I'm as happy as a clown, breathing beauty back into the old car, restoring him to his former beauty.

It's such a pleasure to be working on my car, to enjoy the hobby I didn't know I had. What a wonderful winter's day in the Haasper's garage.
Liv...still smiling....:-) "

Letter from the president

Thank you once again to Sue and Tim Dyer for their wonderful hospitality. The 2005 Winter Bash was held at their lovely home on January 22. The weather was a little cold for much in the way of outdoor activities that day, but we sure enjoyed ourselves inside. There was some excellent food provided by the club members present, and once again talk turned to the possibility of collecting some of these recipes into a cookbook. If there is anyone out there in the club who would be interested in taking this on as a project, please let Livia or myself know.

I also wish to take a moment to welcome Tim Dyer to the OVTC executive. Effective immediately, Tim is taking over the position of Membership Coordinator and Treasurer, left vacant by Ed and Vivien's recent departure to warmer places.

Planning for the All British Car Day (aka ABCD) is proceeding extremely well. We had another working group meeting recently on February 1. A lot of work is still needed between now and July 16, but with the clubs in Ottawa working together as we are, we will make this happen. We now have a rough site plan showing how we can accommodate up to about 200 cars or so without being too crowded, and are now into the nitty gritty details of lining up sponsors and vendors for the show. In addition to the clubs I've told you about previously, we were joined this month by the Land-Rover club making it almost 100% of the clubs represented and working together on this show. Our website (www.britishcarday.ca) is accessible, but just with a simple splash page for now. The site will be properly built by the end of February. The next meeting of the working group for the ABCD is on March 1.

Mark February 26 on your calendars. The All-British Clubs Darts tournament will be held at 2:00 pm, on Saturday, February 26 at the Broadway Bar & Grill in Barhaven. We are expecting participation from many of the other clubs, so this will be an excellent opportunity for you to get out and meet some of the people we are working with to make the ABCD show a reality. Come on out, throw a few darts and enjoy meeting the members of the other clubs. Hope to see you there.

Our next club meeting on February 22 will be at the Manordale Community Centre building, with the main presenter being Brian Mills giving us one of his excellent Tech Talks. The topic this month will be TR wiper motors and mechanisms as they apply to the TR2 to TR6. Planning is underway for the 2005 events calendar, and we will also spend some time discussing the draft calendar of events and seeing if we can line up some volunteers for the earliest events in the season. We have listened to what people said in the survey, and would like to try to organize more driving events this year, but that will need help from you, the members, to make it happen. I also ask anyone who would like to take a few minutes to show and tell anything about their winter projects or other related activities.

See you on February 22nd'.
Cheers
Don LeBlanc

Letter to the editor

Spitfire ignition system and ballast resistors.
{may only apply to late Spitfires}
by Greg Elevich

New England Triumph's Cub

When I bought my 1980 Spitfire, I expected it needed a lot of TLC, though it was a sound car, frame, body, engine and transmission-wise. One of the first pains was that it came with a Lucas electronic ignition. It failed. At first, I tried going the Petronics way (set it once and forget it), but the kit I got didn't fit. (I think the kits assume you are coming from a points distributor.)

I like things simple, so I backed away from the electronics solution and got a new "points" distributor for a 1975 MGB or Midget (at this point, British Leyland had transitioned from Spridgets to Spitgets), instead, to replace the one that came with the Lucas electronic ignition. I used a new coil that could not use the ballast resistor.

Digression. Apparently, about mid-seventies, pollution control devices were taking a toll on starting, so the ballast resistor coil was introduced. This coil was a two voltage coil to provide extra spark during starting. At Triumph, the wire from the "on" position of the ignition switch to the plus side of the coil had a resistor segment buried in the wiring harness that reduced the voltage to the coil from 12 volts to 6 volts. At 6 volts the coil produced normal spark for running. When the ignition was turned to start and the starter was cranking, a wire bypassing the ballast resistor went straight to the positive side of the coil to deliver 12 volts. With 12 volts, a "hotter" spark was produced for starting. Obviously, a non-ballast coil would not be happy with just 6 volts, and older coils one might use as well as the new "hi-performance" coils are usually non-ballast.

As I said, the new coil I was installing was non-ballast. What I found to be the neatest way to get around the ballast resistor, buried in the wiring harness, was to "tee-in" a new wire, close to the ignition switch "on" post under the dash. One strips some of the insulation from this white wire and makes the connection. This new wire runs straight to the plus side of the coil. The end of the old wire, after the ballast resistor, is just left off the coil (suitably clipped and neatly taped, of course). There are other components fed by branches from the old wire before it reaches the ballast resistor segment so that wire needs to remain intact.

Some folks run a wire from the fuse box instead, but given the location of the coil, the above approach is neater.

Membership news

Correction: I was just informed that a mistake was made in printing our new member's name. It's Elise Weagant not Elsie. Please accept our apologies Elise.

Welcome new member

Welcome our newest member David and Colleen Newbold in our midst. They are the proud owner of a 1977 TR7 and live in Oxford Mills.

Welcome Back Juliano and Jane Benco. It'll be nice to see your beautiful 1960 TR3 among our fleets of Triumphs.

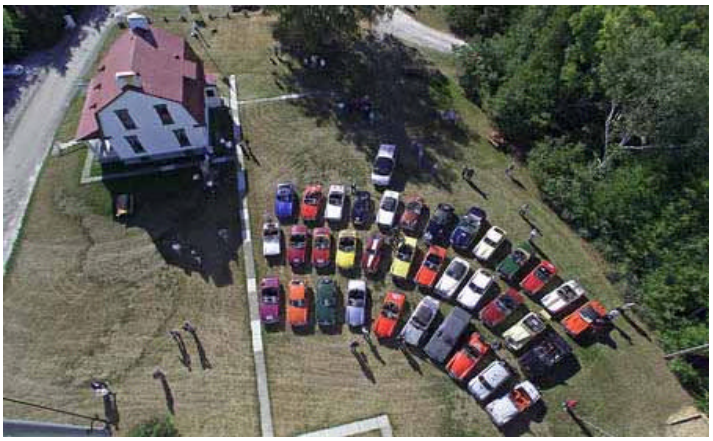
Just for laughs

The original anti-theft devices--Lucas Electric products.
"I've had a Lucas pacemaker for years and have never experienced any prob..."
If Lucas made guns, wars would not start either.
Did you hear about the Lucas powered torpedo? It sank.
It's not true that Lucas, in 1947, tried to get Parliament to repeal Ohm's Law. They withdrew their efforts when they met too much resistance.
Did you hear the one about the guy that peeked into a Land Rover and asked the owner "How can you tell one switch from another at night, since they all look the same?" "He replied, it doesn't matter which one you use, nothing happens!"

Why do the British like warm beer? They have Lucas refrigerators.
Greg Elevich
New England Triumphs

Michigan British Reliablily Run in 2004

By Bob Thomas



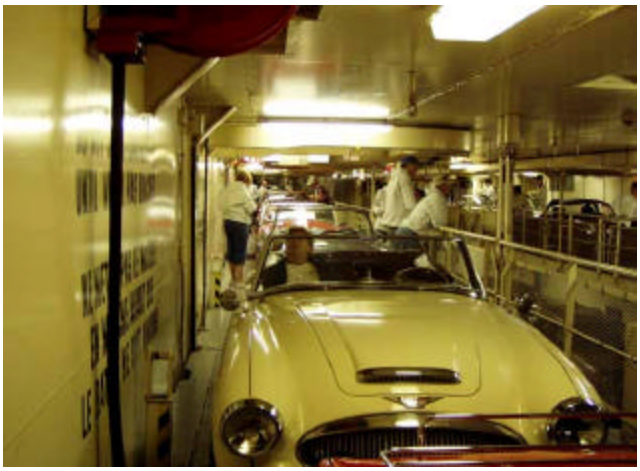
The Michigan British Reliability Run in 2004 followed an 800 mile route around Lake Huron in 36 hours starting in Sarnia and going up the Bruce Peninsula, crossing to Manitoulin Island, over to Sault St. Marie and back through Michigan to the finish in Port Huron which is just across the St. Claire River from Sarnia. This was the second year for a fund raising Reliability Run and again it was organized by Detroit area Triumph enthusiast Blake Discher with the benefiting charities being summer camps for diabetic children in Michigan and Ontario.

This Reliability Run is modeled after those in Britain which started many years ago as a forum for the British car Manufacturers to demonstrate the reliability of their products in a run from one end of Britain to the other and has now evolved into a fund raising event for area charities. This is where the 800 mile distance and 36 hour time frame came from as well as the idea to show the public (and perhaps even ourselves) that our Little British Cars are reliable while raising money for a worthy charity.

Fran and I traveled up in the RV (trailering the TR6) on Thursday to do some sightseeing and to rest up for the 800 miles ahead of us. On Friday night we attended a Banquet for the Run at the Village Inn in Sarnia and were fortunate to be seated at a table with Sharon Cathcart from the Sarnia Office of the Canadian Diabetic Association as well as Karen who

is the mother of a diabetic child who attends Camp Huronia. Sharon told us how the money raised by all of us would help the Camp and Karen related how her young daughter had become more confident participating in athletic activities and more skilled in managing her disease through the Camp program.

The run started from the Village Inn on Saturday morning and our only mechanical problem of the weekend happened on the drive into Sarnia from our campsite 20Km to the east around 6:00am when the heater control cable broke leaving us with underhood adjustment only at the heater valve for the rest of the weekend. After fortifying ourselves with coffee and muffins we got away sharp at 7:00am on a clear but very cool day with the roof up although some very brave (foolish?) participants traveled the whole 800mile distance with their top down. The drive up the Bruce Peninsula was broken up with coffee and gas stops and we arrived at Tobermory in time for a quick lunch before boarding the Chi-cheemaun ferry to Manitoulin Island. I don't think the ferry has ever carried 50 plus British sports cars at once and we filled both upper side levels with the overflow on the main deck.



After disembarking at South Baymouth we traveled across Manitoulin Island and back onto the mainland crossing over the single lane swinging bridge at Little Current. From there it was on to Espanola and then to our overnight stop at the Carolyn Beach Resort in Thessalon where we enjoyed a breathtaking view of Lake Huron for a short while until the sun set. We had supper that night in Bruce Mines with Wayne and Barbara Ward a couple from Ohio that we met on Friday night. They are a delightful retired couple with a beautifully restored 1967 Austin Healey 3000 and we paired up with them for the rest of the run.

Sunday morning saw us up at 5:30am for a quick breakfast and a lot of defrosting before our 6:30am start. We didn't envy the MG TD entry (who didn't have a heater) that morning! We watched the sun rise on the way to Sault St. Marie where we crossed back into the USA after all the cars were given a thorough inspection at Customs. From there we followed the eastern side of Michigan around Lake Huron to our main stop of the day at the New Presque Isle (1870) Light House for a tour and a group picture that was taken looking down from the top of the light house. From there we followed Malcolm and Brenda Taylor in their TR3 over a route that didn't show up in our directions but still brought us to the buffet lunch on time. Anyone who knows Malcolm will realize the local speed limit signs are merely a "suggestion".

After lunch we spent a short time on Interstate 75 (those SUV's look a lot bigger from a TR6 at 75 mph!) then it was back onto county roads for the last leg into Port Huron enjoying the warm sunshine with the roof down. The end of the route was a pub that served English style food which we all enjoyed while swapping stories and taking in the camaraderie that goes with a shared experience. All too soon it was time to cross back into Canada for another night outside Sarnia and from there back home on Monday, tired but happy from this unforgettable experience.

The only "casualty" on the trip was near the end when a Spitfire lost a wheel bearing. This was really a maintenance issue because the owner didn't change the sagging rear leaf spring before the run and left with negative rear camber of approximately 10 degrees. It was amazing that they made it that far. Other than a couple of battery boosts and minor ailments, all the cars ran well, and considering their age, proved to be remarkably reliable.

The Michigan British Reliability Run raised US$32,000 in 2004 of which $7500 was raised by Ontario participants and will go to Camp Huronia. All the money donated will go directly to the charities because corporate sponsors covered the event's organizing expenses and the participants paid their own costs. Our total was $575 and Fran and I would like to thank everyone who supported us in making this donation to a very worthy children's charity.

There will be another Michigan British Reliability Run in 2005 and the charity this year will be the National Children's Cancer Society. For anyone wanting further information, the site is www.mibrr.com . Blake Discher is the tireless organizer of these runs and he makes the world a better place with his efforts.

The Standard Triumph engine Part 2

THE STANDARD MOTOR COMPANY's 'SC' (Small Car) 4 CYLINDER ENGINE RANGE

An article on the development and history of this engine

By John Macartney
Former employee and Standard-Triumph enthusiast

The two Heralds had different versions of the 948cc engine. The saloon had a single Solex downdraught carburetter while the Coupe featured two SU instruments, a higher compression ratio, different cam timing and cam lift. This gave different performance characteristics to each car - the saloon had a maximum speed of 70mph but the Coupe topped out at 80mph. Sadly, the Coupe had a limited production life and was eventually abandoned in 1963 because of poor sales. It was strictly a 2+2 , because the rear seat, while capable of seating two adults of average height, had a too low rear roof line. Not only was rear seat access restricted as the accompanying cutaway illustration more than amply demonstrates, but it was less than comfortable. The Coupe was an ideal second car for the busy Mum with two children but it was not as practical a proposition as an all-round means of family transport for four adults. For a husband and wife team at opposite ends of the age spectrum it was ideal.
There is no doubt the Herald was an entirely new concept in family motoring and many eulogies were heaped upon it. This one from 'The Times' newspaper in London is worthy of mention:

> *"The Triumph Herald introduced by the Standard Motor Company today is more than an interesting new model with many ingenious features: It is the Company's considered answer to the intensifying struggle between British and Continental firms in the world market for small cars.*
> *In the belief that most present day cars do not take sufficient account of the greatly increased numbers of cars on the roads of the world, the Standard Board under Mr. Alick Dick, the Managing Director, have looked afresh at the kind of small car now required, particularly as regards safety, ease of handling and control, parking and the cost of servicing and repairs.*
> *The product of this re-thinking, the Triumph Herald, is a car with independent suspension on all four wheels, a turning circle smaller than a London taxi, a body designed in separate sections that can be replaced quickly, and not a single grease gun point. An unusual feature is that the practice of combining the body and chassis in one unit, which has come to be regarded as orthodox, has been abandoned in favour of a retu rn to a separate chassis on which the seven body units and three major assemblies are bolted."*

Clearly, the motoring correspondent of 'The Times' was impressed! The Herald was radically different in terms of the way it was made and how it was bolted together. Even so, it was still a relatively conventional car with a front engine and rear

wheel drive. This established layout was to be turned completely on its head later that same year with the launch of a car that many considered a joke - until they drove it. That car was the Mini.

But the Herald still had a great deal going for it. An undeniably thought-provoking design, it had two special 'party pieces.' One was its outstanding manoeuvrability - providing you conveniently overlooked the appalling front tyre scrub on full lock - and the other was its ease of access to the engine for simple checking of levels or more serious servicing. No other car manufacturer in western Europe offered a vehicle whereby with one simple movement, the whole of the engine and front suspension was immediately on view and 'get-at-able.' This was a graphic illustration of what 'The Times' correspondent was alluding to when he spoke of the cost of servicing and repairs. Virtually unrestricted component access translated into reduced labour times and consequently lower cost.

Unfortunately, many of these features and the departure from established patterns in building the car was the Herald's Achilles Heel. Because the body was bolted together and by default had many mating surfaces exposed to the effects of adverse weather conditions, water leaks soon proved to be a major problem. It wasn't some much a matter of gentle 'drip-drip' - the water cascaded in and this forced the company to provide protective clothing for employees who sat in cars as they passed through the water test at the end of the final assembly line. Rubber boots, oilskins and sou'wester hats weren't just desirable. They were essential!

Field Service staff allocated Heralds as company cars, often joked that in heavy rain it was prudent to find a roadside tree. Once located, the idea was to stand under tree rather than stay in the car - because it was the drier option.Yes, the majority of early Heralds really were that bad! Equally, overall build quality was by no means at a level we take for granted today and these two aspects contributed substantially to a rapidly escalating level of dealer warranty claims and progressively more adverse reports in the press attesting to these serious shortcomings. In 1961, it was clear the Herald would benefit from an increase in power and this is where we see the SC series engine undergoing its second increase in cubic capacity. This was a substantial 21% taking it from 948cc to 1147cc by increasing bore diameter from 63mm to 69.3mm.. Power progressed from 34.5bhp in single Solex carburetter form to 39bhp with corresponding uplift in torque from 50.8lbs//ft to 60.8lbs/ft. These changes were not merely an issue of opening bores dimensions and David Eley commented in a paper he presented to the Instituute of Mechanical Engineers in November 1963:

> *"By increasing the bore from 63mm to 69.3mm, a capacity of 1147cc was obtained and met the* [increased power] *requirement. By increasing cylinder centres between 1 and 2 and between 3 and 4 by 5/16ths of an inch, the distance between adjacent cylinder walls was slightly greater than the 948cc engine and a capacity of 1200cc could be achieved if eventually required.*
> *Unfortunately, the increased centres and bores interfered with cylinder head studs and transfer line locations on the right hand side of the block and head. The problem was solved by moving the bore centre line 5/32nds of an inch towards the camshaft giving a 'désaxé' condition."*

All this conspired to make the Herald a more suitable long distance cruiser on motorways. With its rubber-faced bumpers now partly protecting the cars hitherto unprotected front and rear valances and improved interior, the Herald 1200 was only £6 more expensive than its predecessor. Interestingly, and recognising there were still customers seeking what we today call 'minimalism,' a variant called the Herald S also made an appearance. Early examples retained the 948cc engine, though this was later abandoned in favour of the 1147cc unit. The 'S' had overtones of Standard's 'basic Eight' of nearly ten years previously, in that a heater and windscreen washers were optional extras. By now, customers were expecting such features as normal equipment and the Herald 'S' was short-lived. By now, the range had been expanded to include the Herald Convertible and Estate Car (Wagon) which proved to be very popular. The 1200 engine in the Coupe meant that the twin SU's fitted on the 948cc version were abandoned and all Herald models ran the same size engine without changes to carburation.

In September 1962, a new two seater sports car made it's appearance at the Earl's Court Motor Show in London and took the world by storm. Of course, it was the Spitfire - the "baby TR" - and Standard-Triumph's answer to BMC's two seaters as represented by the Austin Healey Sprite and MG Midget. From now onwards, BMC would no longer have the monopoly on the small sports car scene and the Spitfire certainly set new trends that would still take a year or two to filter through in the visually improved competitors from Abingdon. Spitfire had wind-up windows, a larger cockpit, a larger fuel tank (approx 35% more than on Spridget), that incredibly impressive engine access, independent suspension on all four wheels, the Herald's turning circle - and the option of an overdrive working on third and fourth gears. It was everything the Spridget wasn't, or didn't - and Standard-Triumph's stand at the London Motor Show was solid with people.

As someone commented at the time, "tinned fish had more room to move around."

Here we see the same little engine that started out in the Standard Eight - still at 1147cc but with two SU carburetters and 63bhp at the flywheel. It was one of the Stars of the Show - if not ***the*** star and at the conclusion of the exhibition some ten days later, Standard-Triumph had orders totalling £6 million (US$14.5 million at 1962 values). But was that all? Indeed, no! Because the Sprite had already made its mark in international competition, three specially prepared 'Works' Spitfires took their place in the 1964 line-up at the Le Mans 24 Hour Race in France. Still using the 1147cc engine but with an eight port cylinder head, two twin choke Webers and a great deal of meaningful power enhancing work, the power output was 98bhp. The cars looked and were very different to the run-of-the-mill Spitfire - but bore a very striking resemblance to the Triumph GT6 that was to appear two years later.

A year later, the 1965 Le Mans Spitfire offered 109bhp @ 7300 rpm while the Alpine Rally version of the same year turned out the town with 117bhp @ 7000rpm and a thunderous 97lbs/ft of torque at 5500rpm. Perhaps an Alpine Rally spec Spitfire wasn't the most ideal car for weekly shopping but you'd reach the checkout in record time!Order books at Standard-Triumph bulged for this budget two seater and, predictably, North America was the largest single export territory. In its life, Spitfire sales in North America were 140,000 (approx) units and offset against a total Coventry build of all models of some 314,332 units, North America happily consumed some 44% of total Spitfire output. But while on the matter of factory output, it's important to remember that Standard-Triumph had twelve overseas assembly plants where cars were assembled from C/P/SKD (completely, part or semi knocked down) kits. One of the largest of these plants, if not the largest in terms of output, was the Malines (French) or Mechelen (Flemish) plant in Belgium that supplied all Triumphs for the equally demanding European markets serving 300 million people. Because Britain at the time was not part of the European Economic Community, cars assembled in Belgium attracted substantially lower import duties in other EEC member states than if they had left England as fully BU (built up) units. Sadly no records survive of the actual number of car kits initially assembled in Coventry for Belgian or other overseas plant manufacture and therefore the apportionment of shipments to world markets is at best subjective. Thus for the above figure of some 314,332 Spitfires made in the UK, a further number of some magnitude should be added to include assembly outside the UK.

In 1963, as already mentioned, the Herald Coupe was discontinued and as is always the case when such things occur, the general public reacted by visiting showrooms to enquire on availability - but it was too late. After four short years, the seductive little Coupe was no more. As part of the on-going product development exercise, further engine improvements took place on the Herald. In March 1963, the Herald 12/50 appeared in two forms. The single carburetter version offered 51bhp @ 5200rpm with its twin SU stable mate providing a further 5bhp @ 5700rpm. This was a major improvement over the 39bhp from the Herald 1200 and was again attributable to modified cam timing and lift, increased compression ratio and larger diameter valves. Externally, the car had a different radiator grille and front disc brakes. It was the only volume produced British saloon to be fitted with an opening sunroof as a standard feature and with a maximum speed of just over 80mph, it found a ready market. Apart from the sunroof, different radiator grille and alternative badging on the boot lid, the 12/50 had little to distinguish itself from the 1200 and this may go some way to explaining why it did not sell in larger numbers.

Perhaps the 12/50 initially overshadowed the 1200, because in November of the following year, we see the 1200 having a further engine upgrade. Power was increased by 9bp to 48bhp, though torque improvement was so small it was hardly noticeable being 60.8lbs/ft to 61.6lbs/ft. We have now reached a stage in Standard-Triumph's history where the company is now in the control of Leyland Motors. In the very early days after acquisition in 1961, Leyland replaced most of Standard-Triumph's senior management structure, implanted many of its own control policies to ensure a tight ship and worked hard to rebuild the company's more than depleted capital base. It succeeded in this resolve and part of this overall re-structuring, was the forward planning of Standard-Triumph's future model range across the whole production spectrum. Within this monumental process, was the decision to finally abandon the Standard name - henceforward all cars would be badged and sold as Triumphs in all world markets, except India. In this sub-continent, some extremely oddball vehicles were being produced and a four door Herald was one of them. A further (and later) vehicle to appear in India was something called the Standard Twenty. Having no resemblance to its pre-war forebear, the Indian Standard Twenty was a Rover SD1 body with a wet-liner, low compression four cylinder engine from the Standard Vanguard/Triumph TR series. But consistent with this product renaming exercise, was the decision to progressively move Triumph back to its pre-war reputation of producing cars that were technically advanced in terms of product features, build quality and general buyer appeal. Apart from the Triumph TR4 and Triumph 2000 saloons that were already in production and whose power units are outside the scope of this article, an entirely new small Triumph appeared in 1965.

Known as the Triumph 1300, this small saloon clearly pointed the way to the future. A detailed appraisal of this car appeared in **The Vintage Triumph** in the United States. The most important aspect of this car is that it was front wheel drive and was further tangible evidence of the continuing development of the SC engine. Unlike other contemporary front wheel drive cars from BMC, the 1300 did not have a transverse engine. This was still in north-south layout and sat on top of its gearbox and final drive. Engine-wise, its most important feature is that apart from the bores being increased yet again from 69.3mm to 73.7mm, the cylinder head porting was greatly improved with the eight port unit replacing the former and more venerable six port. To this was added a single Stromberg carburetter - but it wasn't merely an issue of fitting a new head to an older block. Because of the revised tract layout, the new 1300 engine used ten cylinder head studs and not eleven, as already mentioned. This dictated re-casting of the cylinder block to accept this revised stud layout. Again power and torque was greatly improved and using the Herald 1200 as the benchmark, we see power increasing from 48bhp to 61bhp and torque improving from 61.6lbs/ft to 73lbs/ft. Note however this performance uplift did not make the 1300 a spritely mover. It needed this extra power and torque because the body was a much heavier monocoque - an aspect it shared with its larger brother, the Triumph 2000.

There is no question of the Triumph 1300 ever being remotely regarded as a sports saloon, let alone a sports car - and the possibility of it being sold in North America was probably never even considered. This was a small luxuriously appointed car that came on the market at a time when if a customer wanted luxury appointments, the almost only choice was a Jaguar or Rover - larger cars at much larger prices! BMC also offered a similarly specified car on the body that became known in later years as the Austin America - and this was sold in competition to the Triumph as the Vanden Plas Princess 1100.

This new baby Triumph saloon sold in substantial numbers and those that were seen by many US visitors who came to the company's London showroom or the factory in Coventry to collect their tax-free Spitfires and TR's, never failed to be impressed by what they saw. There was certainly a meaningful level of interest but by no means enough to justify it being offered as an addition to the range to tempt the American palate. North America thought only of sports cars, ordered only sports cars and continually complained it didn't get enough sports cars. Consequently, a dumpy little four door saloon with its plush interior, a less than thunderbolt acceleration and powered by a de-tuned version of a future Spitfire engine was some way 'outside the box' of desirability. A pity really, because the Triumph 1300 had many charms of its own and quickly developed a substantial and loyal following in the UK, Europe and many overseas markets. Two years after its launch, engine power was increased to give the car a little more 'zip' (61bhp to 75bhp) and this saw the self-same engine to later appear in the Spitfire being fitted - though in the case of the Spitfire, without front wheel drive. This car was the Triumph 1300TC (the letters meaning twin carb).

There is no doubt the improved eight port head did wonders for the SC series engine and it was only a matter of time before it appeared in the Spitfire Mk 3 in 1967. The raising of the Spitfire's front bumper dramatically changed its frontal appearance and many consider this did more for the car's instant appeal than anything else. The eight port 1296 engine with yet more power than its predecessor - it was now up to 75bhp - was felt by many within the company to be the best engine configuration the Spitfire ever had. It was free revving, very responsive and a delight to drive. Where the optional overdrive was fitted, sustained high road speeds were well within reach and this made the Spitfire a far more practical proposition in terms of reduced noise levels, against those found in Spridgets at comparable speeds.

For North America and in terms of overall driver appeal, the Mk 3 of 1967 was the last opportunity for US enthusiasts to enjoy the 'same' type of Spitfire that Triumph sold for the rest of the world.
On 1st January 1968, we see the SC engine series moving into what I call 'the inhospitable regions of double standards.' This is because 1968 was the first year where all cars sold in North America had to meet the first hurdles of emission controls demanded by the State of California - and it's where the engine's continuing evolution starts to diverge - from a performance perspective, into two distinct alternatives.
It would not be untrue to say that because of this development, brought upon the company by reasons entirely outside its control, an entirely new sub-set range of cars came into existence. Indeed, it sees Standard-Triumph making cars for a designated market as distinct from a car for all markets - and this compounds the difficulties of further mapping and describing the model range.

Let us first deal with the North American issue.
As it was clearly illegal to offer one model for California and the 'rest of the world' model for other states not so committed to emission control stringencies, North American buyers had no option but to accept the California specification for all States. To avoid cross-border imports, much the same car was sold in Canada as well. There is no

doubt the US spec Spitfire of 1968 was a different kettle of fish to its UK/General Export counterpart. As the years passed, it became radically different in terms of power output, trim levels and body detailing. The SU's did not ideally lend themselves to emission control modification and the cars all had weaker mixtures set and sealed at the factory. This made them seem rather breathless and as the years passed, they got worse. Twin SU's soon gave way to a single Stromberg, compression ratios were reduced and there were other variances, all aimed at meeting tightening emission levels. While the car adopted a similar instrument panel to the GT6+ for North America a full two years before the UK variant - and high back seats, the US Spitfire was no longer the fun it had been in earlier times. As the years passed, it came more frustrating to drive because it was so gutless. Sorry, that comment may upset current owners - but it's an inescapable fact.

In 1970, the Mk 4 Spitfire appeared and to all intents and purposes with the 'same' 1300 engine. Same internal bore and stroke? Yes. Same in other respects? No. There had been a change across the range in all cars using this engine and the production lines building both the four and six cylinder engines had been rationalised. The 1300 and 1300TC front wheel drive saloons had been discontinued with the arrival of the Triumph Toledo - and the Herald 13/60 received the Toledo engine in August 1970, identified with the GK prefix. It all came about through Triumph engineers realising that if the diameter and width of the main and big end bearings were increased to the same dimensions as those on the sister 1998cc and 2498cc six cylinder engines, production line machining processes could be standardised. Better still, conrods and bearings on the sixes could also be used on the four cylinder unit.

As a result, a new crankshaft and cylinder block for the 1300 engine came into existence and the marketing people were quick to capitalise on this change. The claim that increased bearing size would extend engine life wasn't exactly what it appeared to be because there had been little, if any evidence, that bearing life on the older engine was suspect or finite. But this 'across the board' use of the revised 1300 engine meant the 1200 Herald Saloon that had hung on tenaciously in the age of the 13/60 had now reached the end of its own road.

As a result of these production changes, the new Mk 4 Spitfire was not without its critics. The changes referred to above had marginally affected performance. The larger bearings increased engine friction through greater bearing drag and the combined weight of the new crankshaft, conrods and pistons made for a heavier rotating bottom end and extra reciprocating mass. To the vast majority of enthusiasts, this condition was hardly detectable but power was down from 75bhp to 69.5bhp. To those who knew their Spitfires - and many did, the performance drop was noticeable and there wasn't quite so much 'zip' to the Mk 4 as there had been with the Mk 3. This gave rise to a popularly held view that has not yet entirely been forgotten that overall performance of the Mk 3 Spitfire in standard production trim was probably the best of the lot!

It's certainly my preferred version and having driven more Spitfires of all types than I've eaten hot dinners, a well-fettled Mk 3 is still the Spitfire I leave with the greatest regret. Perhaps this explains why some enthusiasts with 1300 Mk 4's remain tight-lipped about the transplanted Mk 3 engines now in their cars? But back to the somewhat embarrassing issue of reduced power on the North American cars. To many, the logical response is that if the car was so short on power, it should have had a new engine. Not so simple. Engines are expensive things to design and build, British Leyland was now in existence, with many at a senior level doing their best to convince themselves that sports cars as a whole were more and more unprofitable. In any case, Triumph was already addressing new engine design in other areas for other cars. Even if finances had been more stable and money was available to develop a new power unit, there were even more detailed issues to consider - and across a slightly wider spectrum than hitherto. The exigencies of emission control standards in the US, allied to differing standards of a related nature were beginning to emerge in other environmentally aware world markets.

This all contrived to quickly turn major difficulties from a manufacturing standpoint into a total nightmare. Emission control and/or general safety standards for the US changed yearly and non-American manufacturers always went to the back of the queue in terms of being told what would be required for the following year. Certainly, 'indicators' of what would be required were mostly forthcoming - but rarely confirmed as irreducible minima until very late in the day. This resulted in prototypes being prepared to meet various "will they, won't they" constraints.

I well recall that in 1973, the emission control and occupant safety levels for the 1974 model year were not cast in stone by the Federal Bureau of Whatever it Called Itself until June of 1973. This meant that Triumph, together with all its European competitors, had no time at all to ratify the cars they planned to sell six months down the track. Having created the car to meet the forthcoming standards, they were then shipped to the States for approval and to gain the necessary

acceptances. From then onwards, it was a case of hurry home to build sufficient cars for dealers to have in their showrooms on 1st January 1974. With that kind of time constraint and the bureaucracy that only government departments anywhere are so skilled in achieving to protect their own indigenous industries, the saying of "the impossible is no problem but miracles take a little longer," took on an entirely new dimension!!

Part 3 to be continued in the March issue of the “Overdrive”.

John Macartney

I would like to express my sincere thanks to the ***Triumph Sports Six Club*** *in the UK for allowing some material and data previously published in its magazine 'Courier' under the authorship of John Thomason to be used in the preparation of this article. Especially, I am obliged to The Institute of Mechanical Engineers in London for allowing me to use extracts of the paper presented by David Eley to a Symposium of the Institute in November 1963.*

For something really cool, check out this web site. It’s video’s of original Triumph
http://www.bowler.fslife.co.uk/triumph_tv_adverts_from_the_1970s.htm

OVTC COOKS

On a cold January’s day it’s always nice to get together at Tim and Sue Dyers when the temperature drops to -25 F, a snow storm is blowing across the beautiful country side near Prospect, Ontario, and the OVTC gang sits around the Dyer’s kitchen over a cup of tea or a bottle of something more inspiring . This is where the food is laid out on the kitchen table and where members do what it do best when not driving their Triumphs: To cook , chat and eat. Talk always revolves around the latest recipes that are offered at this pot luck supper. “ Who brought in the pot of chilli and who baked that cheese cake?” “ I must have the recipe of this meat loaf”. Some of the ladies thought it was way overdue to share their favourite recipes with the rest of the world and asked me to publish them in our news letter and maybe, eventually, compile them in a recipe book of our own. I must agree, these recipes are far too good not to be published. So, I encourage everyone to share their best recipes to send them to me. I will publish them in the ‘Overdrive’ over the next issues as I can fit them in.

Fran Wright started out our collection with her slow simmered kidney beans, a wonderful hearty, ‘stick to the ribs’ dish that I’ve sampled myself and had to go for’seconds’ for. Enjoy.

From the kitchen of Fran Wright
Slow simmered kidney beans
Ingredients:
6 bacon strips, diced,
½ lb cooked Polish sausage, chopped,
2 sweet red peppers, chopped,
1 cup ketchup,
¼ cup honey,
1 Tbsp. Worcestershire sauce,
1 tsp. Ground mustard,
64 oz. kidney beans, rinsed and drained,
28 oz. can diced tomatoes, drained,
1 large onion, chopped,
½ cup packed brown sugar,
¼ cup molasses,
1 tsp. salt
2 medium, unpeeled red apples, cored and cut into ½ inch pieces
Directions:

1. In a skillet, cook bacon until crisp. Remove with a slotted spoon to paper towels.
2. Add sausage to drippings, cook and stir 5 minutes. Drain, set aside.
3. In an un-greased 5-qt slow cooker, combine beans, tomatoes, red peppers, onion, ketchup, brown sugar, honey, molasses, Worcestershire sauce, salt and mustard.
4. Stir in bacon and sausage. Cover and cook on low for 4-6 hours.
5. Stir in apples. Cover and cook 2 hours or until bubbly.

Yield 16 servings.

From the kitchen of Roly Maillox

Here is the recipe you asked for. It was given to me way back in 1972 (when I was on a posting at the Canadian Embassy in Yaounde, Cameroon) by a girl I knew that worked at the British Embassy. I call it :

Maria's Meatloaf.

1 lb minced beef (preferably lean)
1 cup milk
1 cup quick-cooking oatmeal (Quaker Oats)
1 egg
a cup ketchup
1 tsp salt
½ tsp pepper
1 tsp celery salt
¼ tsp parsley (or ½ tsp fresh parsley) (optional)
¼ tsp tarragon (optional)
1 small onion (browned - optional)
1 clove of garlic (browned - optional)
½ cup frozen peas (optional)
(optional - basil, dill weed, Tabasco sauce)

Mix all ingredients in a large bowl and bake about one hour in a greased loaf tin in a medium oven (375**E** F).

British Only Auction Orangeville, Ontario. On Sunday, May 15th, 2005 Caledon Creek Farms is having a partial consignment auction of strictly British merchandise.
Mainly automotive related but anything British will work. There will be approximately 150-175 lots of which 100 we would like as cars or parts.

There are a few spots open for consignment. Anyone wishing to consign a car or parts or anything British, please contact Ken Mason for details.

For cars a $50.00 consignment fee and a 5% commission on selling price will apply. Parts will have a $25.00 consignment fee and a 5% selling commission will apply. Consignment fee for cars with a reserve price is $75.00 and a 5% selling fee.

Listings will be updated, as details are available. Visit www.kmrestorations.com

Showing at 9:00 am Saturday May 14th and Sunday May 15th Auction bidding begins at 11:00am Sunday, May 15th

Ken Mason **ph: 519-942-1722 fax: 519-941-8466 email: ken@kmrestorations.com**

General information

So if you want to sell or buy cars and parts, you are invited to place your ads with pictures for free. Free classifieds with a Triumph section. http://classifieds.powerpassion.nl/index.php?catid=124
Regards,
Webmaster of World Wide Classified
http://classifieds.powerpassion.nl/

Upcoming Events

February 18th – 27th, Canadian International Auto Show in Toronto. 150 Exhibitors , held at Sky Dome and the Metro Toronto Convention Centre. Admission adults $ 20.—Apparently three Triumphs will be exhibited. http://www.autoshow.ca/2005/default.asp

Feb. 22nd February OVTCMeeting , 7.30 pm, Manordale community centre. Brian Mills tech talk on TR wiper motors

Feb. 26th British Club darts tournament. Please accept this invitation to an All British Car Clubs Darts Tournament Feb 26th, 2:00pm, at Broadway Bar & Grill (3777 Strandherd Drive). This will be a great opportunity to mingle with and get to know members of other British Car Clubs in our area, not to mention have a friendly but competitive darts game. Please send an RSVP to Michel Pilon by Feb.13th. Mipilon@yahoo.ca

March 11- 13th. Performance World Car show, Toronto, 41 years of hardcore automotive history. International Centre, Toronto Concept on wheels. http://www.performanceworldcarshow.com/

March 19 -23, Ottawa – Hull, International Auto Show, Ottawa Congress Centre,

April 3rd, British Autojumble hosted by the Boot n' Bonnet, Kingston, at Portsmouth Olympic Harbour , http://www.britishcarenthusiast.com/BNB/events.html Richard Woodley 613-967-0267

April, 15 – 17, Toronto International spring classic car auctions, http://www.rmauctions.com/

April 17th. Ancaster British Car Flea market and Car show, Ancaster, Ontario,

April 22 -24.Speedorama Ottawa, Show cars and motorcycles, Ottawa Civic Centre

May 29th. Oxford Mills Vintage motorcycle and car show. Info. Chris Bryant 613 989 3046

May, 28th. -29th. Toronto Triumph Club spring fling. Riverside Inn – Bracebridge. Saturday Banquet and Sunday Brunch $ 44.—per person.

June 5th. Byward Market Auto Classic, info Brenda Morel, 613 562 3325

June 24 – 26, 2005 Vintage Racing Festival, advance weekend super ticket [until June 22] $ 30.—at the gate, $ 35.—for more information or to order tickets please call 1-800- 866-1072 or go online to www.mosport.com

July 1 Arnprior Canda Day Car show, info Art Smith 613 623 7825

July 3 Evolution of wheels, all makes and years, Museum of Science and Technology, info Tim Dunn, 613 729 9783

July 7 – 30, VTR National convention, Rockford Illinois

July 16th All British Car Day (ABCD) Britannia Beach Park. Showcasing all models and makes of British cars www.britishcarday.ca, admission $ 20.--, included BBQ lunch for two.

July 16 –17 Summer time auto festival, all makes and years, Equestrian Park, Nepean, info Larry Way 613 446 4717

July 23, 24 TTC Canadian Classic

July 30th Canadian Tire Annual Charity Car show for the Queensway Carleton Hospital from 10:00 am until 4:00 pm. at the Canadian Tire on Merivale Rd. in Nepean, Ontario. As always, entrance is free to all and is open to all vehicle ages and types. Hundreds of prizes, contests and freebies for all. This year, the winning ticket for the raffle a 65 Shelby Cobra by EVA Sportscars at the show. Hopefully someone at the show will be driving home with an extra car. No registration is required. www.carshowsite.com

August 7th Aylmer Auto Show, Cedar Park, Marina, Beach Park, info, P.J. Sylvestre 819 684 9406 or Boyd Somerville 819 684 1403

August 21 Place d'Orleans Car Show, info Graham Mac Innes, 613 830 5207

September 5th. Richmond Classic Car show, info John Egan, 613 298 2324

September 18th , TTC Bronte Creek British Car Day 2005

Classifieds

Wanted:

Triumph GT6 MkIII.
Looking for as solid and original an example as possible, but not a concours winner. Colour unimportant. Solid frame and body a must, interior and mechanicals can be less than ideal. Serious buyer who is looking for a properly priced example, not a dreamer looking for a steal, or a basket case. Please call Mike at 613-924-9235, or e-mail at smbcogilvie@superaje.on.ca.

TR4A grill wanted. I am a private party looking for the proper grille for a TR4A. Anyone in your club have one in good shape for sale? Also, I have a tr5/250 grille in excellent shape (straight, no rust or need for welding) for sale. Folks can get back to me by email. Thanks kenstone1@comcast.net

For sale:

Triumph TR6, 1975, Outstanding car, mechanic A1, red Ferrari/tan, 64 K. Completely restored by Professionals in 2001, new paint, all interior, roof, chrome, tires solid wood dash. Pictures and receipts for all work done. Total cost exceeding $ 22 000. Professional estimate $ 18 00, Make and offer 514 -745-4029 or e-mail Jpmp1010@hotmail.com

1978 TR7 - 2 Door Coupe For Sale good condition (it has been stored since 2000 - needs a fuel pump, and has had a little good quality body work done.) white exterior w/ yellow/black stripe - red plaid interior - We are currently investigating value in order to establish proper price and are willing to negotiate. For further information please contact Richard at 797-1361

1972 TR6. 75K miles. Has been parked for the last two seasons. Needs some work. Price negotiable. Includes shop manuals. Please contact Wayne Tallack. 954-7841 (office) or evenings 830-2239 (home).

1975 TRIUMPH TR6 (currently dark med. blue), current owner/family last 11 years, 57,567 odometer reading, solid and straight/clean car, overdrive transmission, mechanically sound(just passed safety), this is a "turn key" and drive home car, not mint ,but not a basket case either. Price negotiable and to be discussed (now taking reasonable offers). SERIOUS , mature, knowledgeable buyers only please! Viewing by appt. only. Please call (613)825-2683 (Chris) for more details, info etc (please leave message, name, phone #).

Vredestin summer black wall tires, Morgan owner. The tires didn't fit the Morgan. They are suitable for TR6's . 205/75/15, asking $250, negotiable. Andrew Grant, 613-731-8717 [south Ottawa region]. lisagrand@rogers.com

1974 TR-6 in original condition. Original Paint, good mech. 92,000 miles, asking $12,000. Lynsueboyd@aol.com 'Phone number 613-269-3604, please no calls after 9. 30 pm.

TR3-A 1961 Red, in heated storage for 15 yrs. Excellent body and paint. All original parts. Motor had 10K on rebuilt engine. Excellent restoration project, asking $6,500.Can be seen by Appointment for serious buyer only. Can be seen by Appointment for serious buyer only. Please call (613) 734-9722 during office hours. Car is located in Ottawa

TR7 parts. Here is a good deal before I break up this lot and sell it on a-bay. http://members.rogers.com/experiment/TR7.htm John Michael Miner, 613- 282-4822. Nepean.

TR7 parts for sale . Moving in Spring, so must make room! Many different items available including 3.90 rear axle complete with drums, TR7 CV-style driveshaft, pre-1980 radiator, TR7 A/C condenser, A/C compressor & hoses, new Addco add-on front sway bar, stock 1980 rear springs (TKC3300), TR7 used cylinder heads complete with cam, TR7 5-speed bell housing, brake master cylinder complete with booster, charcoal canisters, Delco electronic distributor, Delco ignition coil, valve cover & head gaskets. Too many other parts to list. Call for more info, or to arrange a "viewing". David 613-822-1315 or dhuddleson@sympatico.ca

1966 Triumph TR4A IRS. This car is in excellent condition. The engine is very strong. Idling oil pressure sits at 40-45 pounds. In the last four years, the engine has received new pistons, liners, valve guides, main/rod bearings, water pump, oil pump, stainless steel dual exhaust system, SU carb rebuild and is highly detailed. The brake/clutch system has received a conversion to dot 5 synthetic fluid along with a full rebuild on the master/slave cylinders. The transmission is in perfect working order and does not have overdrive. The rear IRS suspension has been given a tube/shock conversion kit with stiffer competition springs and tube shocks that provide a better handling ride and eliminate 'squatting' that the TR4A/250/6 stock suspensions are known to have. All mechanicals work (i.e. lights, fan, wipers, gauges, signals etc). The top is in perfect condition as it is only two years old. The steering wheel is a Mota-Lita wood/aluminum design and the original steering wheel has been restored and is included. The walnut wood dash has been refinished with all new knobs. The gauges have been detailed including new glass and chrome bezels being polished. The front window glass is perfect. The tires are Michelins 165SR15's on painted wire wheels. The boot spare is a painted wire wheel. The interior upholstery and carpet is in great condition. The front/rear bumper chrome is near perfect. This car has been certified and cared for mechanically by Phil Allen. There is absolutely no rust on this car. A British Heritage certificate comes with the car.The exterior paint is in great condition and the overall cleanliness of the car is 'clean enough to eat off of'. This truly is a fine example of a TR4A which is ready to go and show. It won first place honours at this year's Brits in the Park British car show in Lindsay . Please contact with serious inquiries or offers only.$25,000.00 Cdn. Whitby, Ontario. Ken Hilder Daytime - 1.800.263.2703 x228 or hilder@swish.ca Evenings - 905.668.3725

1980 Triumph TR 7 convertible 5 speed. Motor completely redone for performance top to bottom. Motor alone worth $$$. Forged aluminum racing pistons, performance electronic ignition and lucas ignition amplifier, high capacity oil and water pumps, performance clutch. Car needs top, rocker panels and carpet to complete $3500.00 . Owned since 1988. Marc. (905) 334 - 4242 Oakville, Ontario studio3d1@hotmail.com

1972 Triumph GT6 Mk3 and a 1975 Triumph TR6 bits and parts,

2 off rear lamp sockets.
8 off cylinder-head bolt washers {new}.
12 off original chrome head door panel screws.
1 off exhaust hanger strap (new).
1 off sump plug (new)
1 bag of brake pipe union screws.
8 off door panel attachment clips (the strong gripping kind)
24 off door panel attachment clips (normal kind)
24 off door glass rubber seal clips (mostly new-both types).
4 off rubber caps for grease seals(new).
3 off elbow connectors for ign vacuum tubes.
2 off straight ditto.
All for TR6.
A few oddments for GT6 (not much) including two used (rare) rubber seals for top front of doors. V G condition.
Let me know if you are interested-they are very cheap. I am at 613-225-2663. Leo Francis.

Triumph art for sale . Original vintage racing water colours. Firefly studio, Livia Haasper 613 257-5742 wilivhaasper@sympatico.ca

The Ottawa Valley Triumph Club is comprised of Approximately 65 members. The club meets at 7.30 pm 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 $ 60.00 per year, corporate. **Please send membership applications** to: OVTC c/o Tim Dyer 427 Kings Creek Rd., RR #3, Ashton, Ont. K0A 1B0, 613-253-4126, kingscreektrees@aol.com

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

OVTC Executive for 2004

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Please send submissions for ***OVERDRIVE*** to Livia Haasper, 6th line Beckwith Tp. # 2481, R.R. 6 Smiths Falls, Ont. K7A 4S7. Tel. 613- 257- 5742, Fax.613- 257-5742, e-mail wilivhaasper@sympatico.ca