



# OVERDRIVE



## One Last Blast:

Bob, Mike & André  
Test The GT6's New 5 Spd

# PRESIDENT & ACCOUNTED FOR

## OVTC President Don LeBlanc

---

### December 2006

NOTE – We will be having our annual end of year celebration dinner at the YangMing Buffet this year. Reservations are for 7:00 pm on Tuesday December 19. The YangMing Buffet restaurant is located at 1547 Merivale Avenue. We held our party there once a few years ago. Please RSVP to Don at [dleblanc@businessaccelerators.ca](mailto:dleblanc@businessaccelerators.ca) so we can update the reservation. Hope to see you there.

Note that because we are meeting on the December 19 for our Christmas party, there is no club meeting at the Manordale Community Centre this month.

This issue marks a new beginning for OVERDRIVE. After many years of creating an excellent newsletter for us every month, Livia has decided to step down to focus on other things that are keeping her increasingly busy these days. I wish to thank Livia for all of her hard work and dedication to this club in producing the excellent newsletter we have benefited from for such a long time. I know how much work this has been and how committed she always was to giving us the best we can have every month. She has been very patient with me on my late submission of inputs, and has worked hard to create or find useful and interesting information to provide us with one of the best newsletters around. She leaves some very large shoes to fill, and our new editor, Andre Rousseau, will be doing his best to continue to bring you a high quality newsletter each month as you have come to expect. So my sincere thank you to Livia and best wishes in her other activities. We will miss you.

We had a great turnout at the elections night meeting at Lorenzo's Pizzeria. Our guest speaker provided some amusing insights into working life at Lucas back in the early 1980's. I'm still trying to imagine the noise from simultaneous testing of a few thousand of those talking display consoles he worked on. Interesting coincidence that they called it a burn in chamber, don't you think?

Our new executive is not that different from the old. With the exception of Andre's new role as the newsletter editor, the rest of the executive for 2007 remains about the same as 2006. We'll be looking for lots of help from you to help organize events and make next year a great season.



The date of Saturday January 20 has been selected for the traditional Winter Bash pot luck party at the home of Tim and Sue Dyer. More information and a reminder of directions to their house will be coming a bit closer to the date. Just make sure you reserve that Saturday afternoon on your calendars. It will be the place to be. It's a lot of fun every year and we have some excellent and creative chefs in this club. Come on out and enjoy. Weather permitting, there will be outdoor activities as well.

We would like to hear about any winter projects you've got planned, and stories or photos for the newsletter are very much needed. Coming up over the next few months, in addition to the Christmas party in December and Winter Bash in January mentioned above, we will have the multi-club darts tournament in February, and hopefully some other social activity in March. In the meantime we will have our regular meetings and technical talks throughout the cold weather season.

It took until December to get here, but we finally have a real winter scene looking out the windows. Snow was late arriving this year, so hopefully many of you were able to take advantage of the extended fall and enjoy your TR a bit later than most years. It proved to be a decent driving season after all, although with a bit more rain on the weekends that is desired. Already thinking about plans for next year.

See you on December 19.

A Merry Christmas and a Happy New Year to all.  
Cheers, Don

*Welcome New Member*  
Dean Caillier of Ottawa

Dean has a '76 TR6 in soon-to-be-running condition.

## **Oil Drips**

### **OVTC Members Submissions**

---

Hello friends,  
today is a special day. We completed Sparky.. well almost.. we still have to install the hubcaps and a few minute details.  
But, the interior is finally completed. Sparky, the Mk2 GT6, seems to be running fine and he started right up. Surely when we drive him in the spring there will be 'bugs' to be ironed out. That comes with the job.  
At this point we're done with the work. It's a good feeling. It's been three long years and it was a long haul. I'll now open the bottle of bubbly. It's going to be a celebration.

Cheers  
Wilf and Liv,  
Sparky and the Firefly

*Livia & Wilf, very well done job. I can't wait to drive you guys in 2007. André*



# TRIUMPH SPOTTING

From The Editor's Garage - André Rousseau

---

Well seasons greetings. I guess by now you've noted some changes around here. After many years for great service Livia has hung up her editorial cap. Livia thanks, your efforts have not gone unnoticed. I can only hope to live up to your high standards.

That said, OverDrive relies on its readers for input. So don't be shy. Even if its just a quick note on a project or tip. Fire it in.



Over the coming months, I hope to share some of my projects with you as well. My GT6 has been back on the road since this spring, but it has not stopped me from tinkering and improving the car. I'll report on suspension upgrades, the 5 speed transmission conversion I recently completed, roll bar install, track prep work I'll be doing (more on that in a minute) and this winters newest project digital ignition.

On the track preparation subject, this summer I re-inlisted with the MCO. I was getting ready to do the Calabogie opening when the GT6 suffered a u-joint failure. This crippled the car and suspended my fall driving season. You can read about my 5 speed conversion in this months cover story.

Over the winter, I will getting the GT6 ready for lapping fun with the MCO at Calabogie. I'll pass on any tips and tricks I pick up.

André Rousseau - Ottawa Canada  
'68 Triumph GT6 MK1  
andre@justdrive.ca  
<http://www.justdrive.ca/gt6>



## Heel & Toe

### Triumph Gadgets & News

---

#### XMAS Ideas

Both Moss, Rimmer are hosting holiday sales, check their respected sites for deals. Maybe you'll find something TR related in your stocking this year.

Kas under the tree!



Recently I had a chance to exchange emails with Kas Kastner the Triumph driving/tuning guru. I can tell you what's going to be under my xmas tree this year.

Racing, Winning and Other Myths in Triumph Cars, Triumph Preparation Handbook & Historical & Technical Guide for Triumph Cars. All signed by the man himself.

Kas offers a 3 book deal for \$113US. check his site for details. <http://www.kaskastner.com/>

# The Triumph 1300

## Another forgotten Triumph, By Tim Dyer

---

The Triumph 1300 was initially designed as a replacement for the Triumph Herald economy sedan which in 1965 was considered by Standard Triumph to be nearing the end of its production life.

As the Spitfire-engined, unibody 1300's development was nearing completion, demand for the Herald suddenly started to increase dramatically and it was decided to change the 1300 to a more expensive model, slotting it in between the Herald and the 2000 sedan.

The 1300 was Triumph's first production car to have front wheel drive, an attempt to conform with trends at the time. It was generally believed that front wheel drive was the way of the future. Therefore, if Triumph was to have long-term success with this car then front wheel drive would have to be the configuration of choice. It was also decided the car would be available only as a four door sedan. The Herald's separate chassis had made derivatives inexpensive to produce, so there was a Herald sedan, convertible, station wagon and van. The unibody design of the 1300 made this more difficult.

Michelotti designed the car and it was agreed that the engine would be a fore-aft configuration, unlike most front wheel drive vehicles of the time. However, like the Mini and other Austin/Morris products, the gearbox would be under the engine and would be lubricated by engine oil.

The Triumph 1300 was introduced in late 1965 and went on sale in January 1966. The Autocar magazine road tested one and stated it was "The best small car currently available".

Luxury abounded in the car, with ventilated pigskin leather seats, burl walnut dash and door tops, heavy soundproofing under thick pile carpet and many features not before seen on cars of the era. Triumph was beginning to foresee the trend towards safety features, so it incorporated many into the design. Side window roll-down handles were sprung and would retract into the door panel, where interference would not occur in the event of an accident. A revolutionary multi-panel, all-in-one warning light system was introduced, along with several other new safety features.

In 1968, Triumph introduced the 1300TC which was fed by twin carburetors. This increased horsepower to about 75, which for the time was quite significant for a relatively small sedan. The car was quite heavy, though, mostly due to the complicated front wheel drive system and the luxury items of the interior.

The 1300 and 1300TC were never intended as high-performance cars, but they put Triumph on the map as manufacturers of small, high quality, luxury vehicles. Here was a quality small car with adequate performance and handling that had a real air of luxury to it.

The last 1300 was produced in 1970, as it was replaced by the cleverly updated 1500. A story on that will have to wait until a subsequent edition of the Overdrive.



# OVERDRIVE COVER STORY

## We Test Drive The New 5 Speed T9 Transmission - André Rousseau

In early September of 2006 I was out doing a carb test run. 4th gear @ 5000 RPM along a straight farm road, something let go. Early inspections showed a failure of the bell housing. Further examination proved it was a U joint failure. The bell housing and rear housing had taken the brunt of the damage. Aluminium vs cast iron. From what I can figure, the shaft must have locked, the moment I felt and heard the problem, I got out of gear and off the power. Still the transmission twisted taking out the bell housing. I was lucky to get out of gear when I did, the cracked bell housing caused the slave to move off the arm, in fact I lost the clutch rod.



Prior to the failure I had been investigating a future gearbox purchase. The concessions was to run with the stock box for as long as I could, while searching for a 389 diff and then purchase a J Type Overdrive kit from Canley Classics. £845 + £300 for shipping. A 5 speed conversion was high on my wish list, but many Triumph owner's were recommending I go for the OD to remain faithful to the GT6. I was in agreement, specially since all the 5 speed kits I'd seen involved a lot of modifica-



tion and the shifter was not near the stock location which was important to me. Then a few UK friends pointed me to Frontline Spridget who offered a kit which was the same cost as the OD option and altered to retain the stock shifter location.

When the failure happened I acted rather quickly, in hind sight the gear box could not be faulted, but I still do not regret the purchase, it was the same cost as the OD kit, it will be quieter, smoother, more efficient and in 10-15 years I will still be able to still service it. I found a used bell housing and rear housing from Spitbits, so I will rebuild the 4 speed for "future" back up usage, I'll get the drive shaft checked out and balanced.

The install took several attempts due to various fitting issues, but by the middle of November I had sorted out all the issues. The 5 speed conversion is an fantastic thing to do. While out on a test run with Mike Pilon and Bob Homles we were able to put the 5 speed through

its paces. Mike and I were throughly impressed with the the results. No more Willies Jeep whine, at 4000RPM in 4th gear you can hold a conversation. Very smooth shifting, I was worried about the gear ratios, but they work well with the GT6. It has taken the GT6 to a new level and I think its a great conversion for anyone considering it, just pay attention to the details if your doing a GT6.

There you have it, I have no regrets on this one at all, the 5 speed gearbox compliments the GT6. I can't wait to enjoy the GT6 in 2007.

I encourage you to read about the conversion on my site, listed are all the interesting twists I experienced during this conversion.

<http://www.justdrive.ca/gt6/5speed/>



# OVTC NEWS & EVENTS

Keeping our members informed

---

## *December 19th. Annual Christmas Party*

7:00 pm December 19 at the  
Yang Ming Buffet at 1547  
Merivale Avenue. Please RSVP  
Don at [dlabanc@businessaccelerators.ca](mailto:dlabanc@businessaccelerators.ca)  
For reservations.

## *OVTC Winter Bash At The Dyer's*

January 20, 2007 1.PM.



It's party time at the Dyer's again. Yes, our dear friends Tim and Sue have again graciously invited the club to party the winter blues away and, as most of you know, there's always a lot of good times, good food and good company to be found at the Kingscreek tree farm.

The date has been set. It's going to be January 14th. starting at 1 pm at it's going to be Pot Luck. Dinner is going to be planned for 5-6 pm. Please bring your favourite dishes and a lot of good cheer. There will be plenty of time for socializing, hay rides for the kids, sledding for the kids, big and small, off-roading in Jason's Jeep, walks in the woods and tours of the nursery.. Please dress warm for the out-doors.

If all else fails, no doubt, Jason will entertain us on the drums. See you all there. Please RSVP to Tim Dyer phone Tel. 613-253-4126 , e-mail [kingscreektrees@aol.com](mailto:kingscreektrees@aol.com)

Directions and a note from Tim:

From Ottawa:

1. Take 416 south.
2. Exit at Fallowfield Road.
3. Turn right at the end of the exit ramp.
4. Turn left at the second set of traffic lights, onto Richmond Road.
5. Follow this road to Richmond.
6. At the traffic light in Richmond, go straight (landmark: Drummond's gas station on the right and Richmond Nursery on the left). This is now Perth Street, Richmond.
7. Go a further 14kms and you get to the stop sign at Dwyer Hill Road (the JTF2 military base will be on your right).
8. Go straight at that stop sign.
9. Go a further 3kms and turn left onto Ashton Station Road (ignoring the previous RIGHT turn at Ashton Station Road), as you approach the village of Prospect.
10. Go 1.5kms and take the first right onto Kings Creek Road.
11. We are at 427 Kings Creek Road, about 1.5kms on the left.

From Kanata:

1. Take the 417 East and exit at Highway 7, signposted Toronto and Carleton Place.
2. Follow Highway 7 and turn left at the first traffic light. This is Dwyer Hill Road and there is an RV dealer on the left corner.
3. Go straight at the first stop sign (Across Flewellyn Road)
4. Turn right at the next stop sign onto Franktown Road/highway 10 (the JTF2 military base will be on your left).
5. Follow the previous set of instructions, starting with instruction number 9.

There is also a map on our business website: [www.kingscreektrees.com](http://www.kingscreektrees.com). Go to the 'about us' page. There is a slight error in the map, though, because what they call 3rd Line is actually Kings Creek Road.

If anyone needs directions from other areas, feel free to contact us at 253 4126 or e-mail at [kingscreektrees@aol.com](mailto:kingscreektrees@aol.com)

# OVTC CLASSIFIED SECTION

## One owner's junk is another's treasurer

Wire wheels for sale. One set of four painted, 60-spoke wire wheels in excellent condition to fit TR2/3/4, MGA, etc. Fitted tires are excellent, size 165-15. The wire wheels were new in about 1990 and have been very well looked after. The package does not include hubs or knock-ons. \$500 for the set. 253 4126 (ask for Tim) or kingscreektrees@aol.com

Outstanding TR6 in desirable Pimento red, with 45,100 fully documented original miles. Original, factory convertible top with clear glass, original interior and seats, carpets, and the factory dash is perfect-it has not been re-finished! The jack is still in the factory cardboard box, the tonneau cover is brand new and the original am/fm Blaupunkt radio is in perfect working order. The 2005 upgrades include installing dot 5 silicone brake fluid, stainless brake lines, thrust washers in the engine, correct Michelin redlines, correct brushed aluminum trim rings, and important rear shock conversion. Paint, interior, top, and chrome are all in perfect "original" condition. Full appraisal in June, 2005! The seams are perfect, the alignment of the doors is perfect - the car runs like a brand new TR6. All documentation from 1976 is included with the sale, including all receipts and the British Leyland "Passport to Service. Email me to receive a link to 60 detailed pictures of this outstanding "one of a kind" 1976 TR6. Contact mhord@ca.inter.net, or call (416) 429-2412 (evenings only)

For Sale: TR6, 1972, Body only. This is what's left of a V8 conversion. I sold the frame here previously. I have lots of pictures and will describe the car as best I can. The body is in really good condition. It was in a dry garage for 16 years, where my brother found it. There is a little rust beneath the bottoms of the front fenders, not the fenders themselves, sills. The floors were replaced, and there is a little rust on the sills under the doors. The trunk

is solid, no rust. The right front fender had damage and was bondoed, around headlight. Bumpers are good, not perfect. Dashpad is cracked and wood is bad. Door panels are good. Top material is ripped, but frame works well. Windshield has wiper marks. No carpet, console or seats. Body has no other rust. \$2500.00 CDN. firm. Email me, Pettyracefan43@rogers.com

For sale, complete TR7, 2 liter engine, and 4-speed transmission, removed from car for V8 transplant, (ran very well,) \$150.—, and very little miles on rebuilt starter and carbs.

For Sale: Removable fibreglass hardtop for TR7/ TR8 convertible, black exterior, white padded head liner.

For sale Modified Rover V8 oil pan - will work on TR7 V8 rover conversion \$150. TR7 hood - single bump - \$75, TR7 coupe pass side door, \$75, TR7 coupe driver side door, \$75 Brian (613)794-4309 wachkob@yahoo.ca All parts can be delivered in the Ottawa area (including larger items) for a fee or are ready for pickup. (Limoges) More TR7 parts to come. Open to offers on all items.

For sale 1982 Triumph TR8 Convertible 46856km, VIN STAPL4582CA 40769/ original owner, excellent condition, asking \$14500 819 985 2656 after 6.30 pm.

For sale, complete TR7, 2 liter engine, and 4-speed transmission, removed from car for V8 transplant, (ran very well,) \$150.—, and very little miles on rebuilt starter and carbs.

For Sale: Removable fibreglass hardtop for TR7 / TR8 convertible, black exterior, white padded head liner.

Wanted

1980-1982 silver TR7 or TR8, must be in excellent condition. 591 688 9740

lbauc511@rogers.com

Wanted

1500 Spitfire engine Randy Ward Work 819 994 9110 Home 613 283 9728

1972 TR6 For sale

Tan interior leather redone. Body restored and painted correct Dupont Magenta in 2003. New parts since then - 4 Michelin Redlines, brakes, master cylinder & slave, radiator, alternator, exhaust, wires, plugs, U-joints, rear axles, tie rods, sway bar clips, hood latch, hood stops, mahogany steering wheel, JVC cd with big speakers. Tonneau, original top & drive train. Compression 125 - 135 all cylinders no smoke. \$16,500

Located in Barry's Bay, 2 hrs. west of Ottawa. 613-756-2763 canoes@nrtco.net Eric Taylor



Submit your free ads to the Newsletter Editor no later than the 1st of every month. The ad will run for 2 issues before being deleted unless you request an extension.



# OVTC MEMBERSHIP

## Join the Ottawa Valley Triumph Club

---

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,

Tel: 613-253-4126

E-mail: kingscreektrees@aol.com



**E.T. (EVAN) DAVIES, ABR**  
ASSOCIATE BROKER  
ACCREDITED BUYER REPRESENTATIVE  
Phone "ET" For A Home

200-1335 Carling Avenue  
Ottawa, ON K1Z 8N8  
BUS: (613) 725-1171  
FAX: (613) 725-3323  
TOLL FREE: 1-800-307-1545  
www.ctihomes.com

MASTERS SALES AWARD

ROYAL LEPAGE  
Team Realty

### Executives for 2007

President | Don LeBlanc 613-820-8680 dleblanc@businessaccelerators.ca

Treasurer & Membership | Tim Dyer 613-253-4126 kingscreektrees@aol.com

Events co-ordinator | Michel Pilon 613-744-6431 Mipilon@yahoo.ca

Events co-ordinator | Sid Wosnica 613-729-7129 sid.woznica@hrdc-drhc.gc.ca

Regalia Roly Mailloux | 613- 226-8708 rdmailloux@sympatico.ca

Editor & Webmaster | André Rousseau 613-590-7365 andre@justdrive.ca