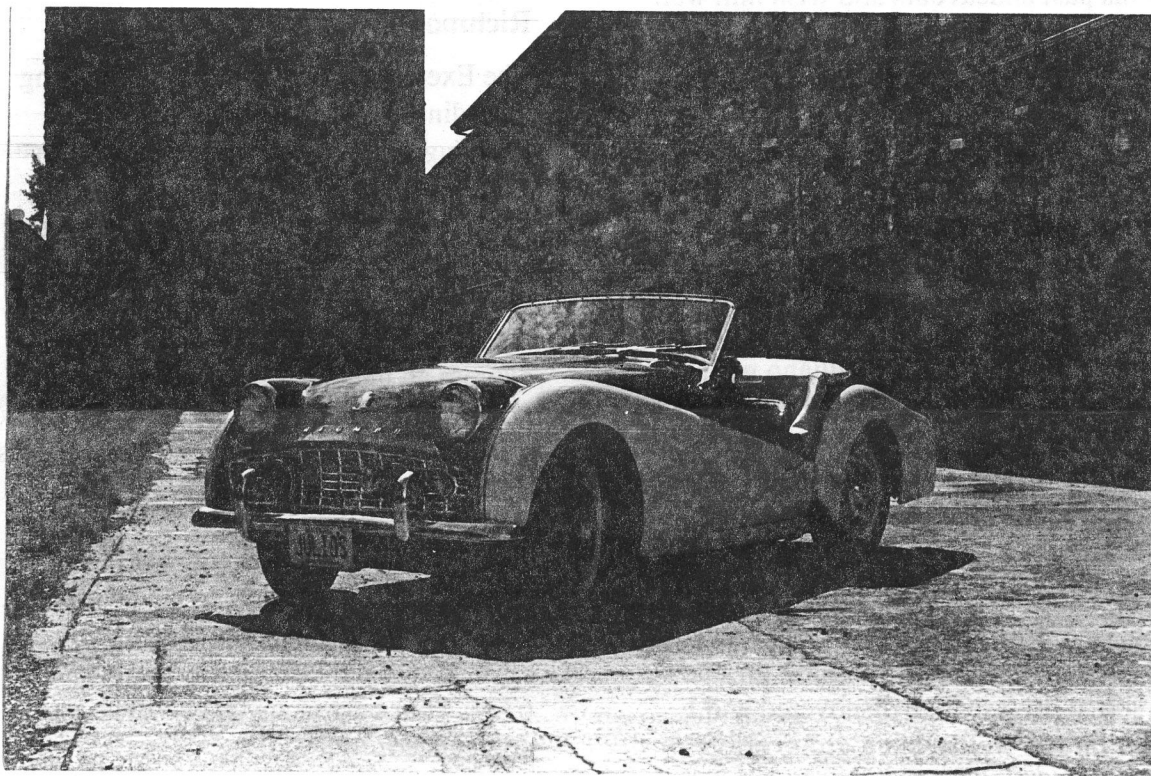




VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

Jan. - Feb. 1994



In This Issue:

- "OIL DRIPS"
- Dart Tournay in March

Editor's Note:

Our apologies to all OVTC members for the delays in the Newsletter. Our past editor has ventured into a new business which has left him with very little time for outside activities. Thus I have taken up the position of editor along with the help of John Day. The newsletter might even be readable, and heck - it's only nine months to our elections anyway. We thank Clive for his past endeavours and wish him well in his new business.

(P.S. The Newsletter will return to monthly issues in March. J. B.)

Co-Editor's Note:

You read it right! After a 6-month hiatus, I agreed (I think!) to assist Juliano with the Newsletter. Lori is doing quite well now, following her stroke last July (Thanks again to all of you in the OVTC for you kind words and deeds for us!), so returning to the Newsletter in a co-editor role seemed to be an agreeable idea. Having a variety of inputs and some new ideas should be good for the Newsletter. It's a big job for one person to do (as Clive discovered and I knew far too well!), but a group effort should do the trick. Anyway, here's the Newsletter. We hope you like it. J.D.

Here we are already at the end of January, so we'll bring you up to date.

XMAS Party 1993:

The Benco's again hosted the annual OVTC Christmas party. What a fantastic couple (Hey - it's great being editor - you can really shovel the B___S___!). Larry

Henderson was the lucky winner of the toolkit draw and you can bet he will put the tools to good use on his TR3.

The tradition again enjoyed good food (thanks guys!), good company and as usual, good times. Sorry some of you had to miss Wendy Threader's line dancing lesson.

Richmond Auto Show '94:

The Executive Committee had a meeting regarding the hosting of John Carr's *Sporting Classics* show in Richmond in June 1994. It's been a great event in this region and it would be a shame to let it disappear. John Carr had invited all the other area car clubs to host the event, and it seems the OVTC is the only club to express an interest in keeping this event alive. With the help of our membership and with the cooperation of the other car clubs, we're sure we can make a go of it.

Further details related to the event will be in the March newsletter. In the mean time, any club member wishing to help with the event please contact Joe Lashley at 726-6724. Your help in any way will be much appreciated.

Visit by Don Elliott in January:

At the January meeting, Bruce Young arranged to have Don Elliott, known as the World's Ambassador of Triumphs, attend the meeting to give us a talk and slide show on the rebuilding of his TR3, bought new by Don in 1959. It was very enjoyable and enlightening to see the step-by-step rebuilding of his car to as good as or better-than-new condition (P.S. - it helps if

you have a neighbour with a 6-ton press, as Don did!).

1994 Events Calendar:

Pat Mills, the regalia lady, is currently setting up a calendar of events for this year so members will be well aware of upcoming events you might want to attend. Gee, this is a good idea - why didn't we think of this before (?). The calendar will be included in the March newsletter.

Dart Tourney in March:

The Dart Tournament challenge will be held on March 19 at the King's Stag Pub, located at Hwy 16 and Colonnade Road, at 2 p.m.. Come one, come all! No experience necessary (even Jane won a trophy last year!). Please call Joe Lashley at 726-6724 or Julio at 727-8113 for more details.

Across the Pond:

At the Christmas party, the club wished Roly Mailloux & his early Mk II Spitfire "Bon Voyage". Roly and his family (and car) were transferred to Germany for 4 years. Roly had bought the Spitfire on a posting to Malaysia, where he had the springs, suspension system, etc, etc.. *chromed* (does this give Malcolm any ideas?). Maybe we'll see the Chromed Spit again in 1998.

Bonnie Lightfoot:

Our sincere condolences go out to Joe Lightfoot, President of the Boot'n'Bonnet Club in Kingston, on the loss of his wife, Bonnie, in a car accident on January 24th. The club sent a floral arrangement in

Bonnie's memory. Our thoughts are with Joe and the rest of the Lightfoot family.

Test Drive Experience:

Steve Challinor originally suggested in the July '93 newsletter that different varieties of cars in the club be driven by members owning a different model, with comments to appear in *Overdrive* the following month. This could even be achieved during the course of a 'fun run'. I've suggested this to Steve, and he's willing to attempt to put it together, so if you wish to volunteer, give Steve a call at 837-9317.

I also considered the possibility of joining forces with the M.G. folks to have an Inter-Marque drive-off, between similar models of M.G. and TR (eg. '6' vs. 'B'; Spit. vs. Midget; GT6 vs. 'B'-GT, and so on). Joe thought this a great idea ('finally show them who's best!', he said!). We'll contact the M.G. folks and let you know!

News from other Clubs:

As many of you know, we exchange newsletters with other British clubs, such as the TTC, the Morgan Club, the New England Triumph Club, and so on. A new feature of this newsletter taps the pages of these newsletters to bring you some interesting news from far and wide:

- In the most recent issue of the *Ragtop* (TTC), there comes the story of a TTC member who recently purchased a 1976 TR6 from the U.S. which has a grand total of SEVEN MILES on the clock!! Disgusting!! The top hasn't even been up on it! (and some of you thought I was bad, letting mine sit for a decade!)
- The *New England Triumph* has recently

provided some good information on organizing a Concours. This may be handy information for our upcoming Richmond *soirée*.

"OIL DRIPS"

This section will be devoted to information on who is selling or doing whatever else to their cars.

- Rumour has it that Clive and Malcolm may have some strong competition this year from Mike Crawford, who is busy grooming and rebuilding his TR6.
- Clive Law is in the process of having his second TR, a TR4A, rebuilt.
- Brian Mills may even have a TR6 or TR4 on the road this year. That is, if we can get him away from his 'lair' and other projects which seem to occupy his time.
- John Day has purchased a J-type overdrive unit, but still needs the mainshaft and speedometer angle drive to complete the package. Anyone having or knowing the whereabouts of such parts please give John a call a 723-9876 after 7 p.m.
- Brian (Doc) is busy tuning our new member Pat Zakaib's car. You boys will remember the red TR6 at the Richmond show that we all flocked to like a bunch of vultures. People say that Triumphs are hard to start and keep running. Well, Pat's car had almost no spark plugs left, wiring held together by gravity, but it still ran, so go figure! The car is pretty straight, and with some loving care and repairs from the Doctor, she will have a nice car to

enjoy the coming (is it really?) summer with.

NEWSPAPER AD:

As I was sifting through some old club literature the other day, I came upon my first OVTC newsletter - June 1990. In it, there was a copy of the ad I'd seen in the *Citizen* that had put me on to the club. I was thinking that it's likely time to have another such ad in the paper this coming spring, so that other Triumph owners in the region may learn of our existence (lord knows I've noticed some non-OVTC cars around town, as you all may have!). We'll bring this up at February's meeting.

FOR SALE:

1981 TR7 convertible. Rare fuel-injected model; approximately 110,000 k. In excellent condition. Recently repainted. Asking \$6,800. Call Steve or Joe Lashley at 726-6724.

(Yes, folks - master Steven has finally bought his Lotus Europa and is defecting.)

NAVIGATOR'S CORNER

This entirely new section will be devoted to the Ladies of our club (hence the name!). Remember that behind every good man and his TR is a good woman (understanding, patient, and never confused as to what comes first!)

For this section, we would like to have recipes or any helpful hints or household

ideas submitted by the "navigators" out there!

Our first submission is Pat Mills' famous "Pucker Cake":

**Lemon Pound Cake - a.k.a.:
"Pat's Pucker Cake"**

Mix Thoroughly and set aside:

- ¾ cup icing sugar;
- ¾ cup lemon juice;
- rind of half a lemon, finely grated.

Beat well:

- ½ cup oil;
- 1½ cups sugar

Add and continue beating:

- 3 eggs

Sift together and add:

- 2 cups all-purpose flour;
- 1½ tsp. baking powder; pinch of salt.

Then add:

- ½ tsp. almond extract;
- ¼ tsp. lemon rind;
- ¾ cup milk (skim).

Bake in a lightly oiled bundt pan or tube pan in a 350°F oven for one hour. While hot, pierce many times with a cake tester, toothpick or large nail (not rusty -Ed.), and spoon lemon juice mixture over the cake until it's absorbed.

TRIVIA

In the mid 50's during long-distance races and rallies like the Alpine and Mille Miglia in Europe, British sports cars competing in the long distance runs found that many precious minutes were lost at railway crossings because of the slowness of the gatekeepers.

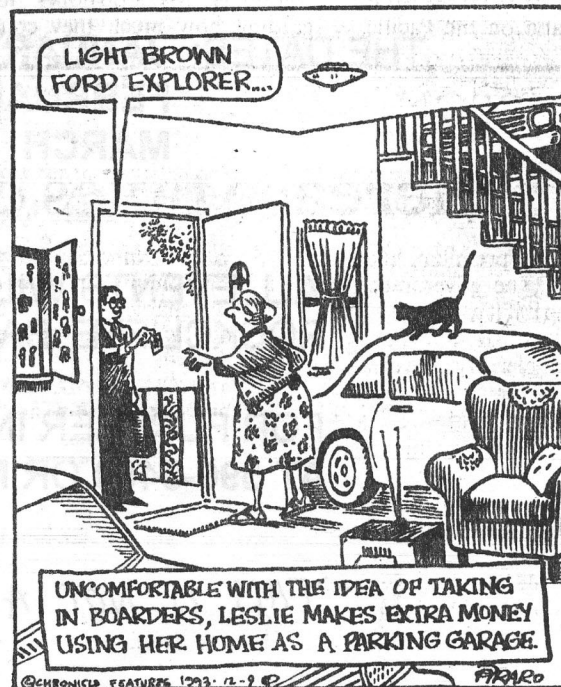
In 1956, the MG Rally Team decided to abandon the traditional British Racing Green and paint their cars bright Italian Red! The effect was dramatic.

Level-crossing keepers, assuming that the red car approaching at speed must be Italian, immediately rushed out to raise the barriers, resulting in fewer delays and better finishes for the British.

The practice became policy and all the future competition Austin-Healeys and Minis were painted red.

BIZARRO

By Dan Piraro



**THE MOTORSPORT CLUB OF OTTAWA
PRESENTS:**

**THE
BRIDGESTONE**

BLIZZAK

**ICE AND SNOW
WINTER
SLALOM SERIES**

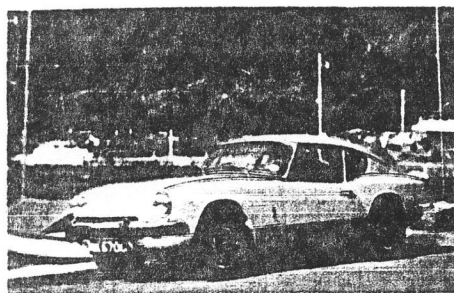
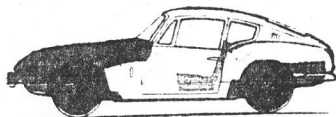
- COME OUT AND SHOW US WHAT YOU CAN DO ON THE SLIPPERY STUFF!
- A SET OF FOUR BRIDGESTONE BLIZZAK TIRES WILL BE AWARDED TO EACH OVERALL CLASS WINNER!

**THE DATES: JANUARY 16, 30
FEBRUARY 13, 27
MARCH 13, 27**

- ALL EVENTS WILL TAKE PLACE AT THE ROCKCLIFFE BASE PARADE SQUARE.
- FOR FURTHER INFORMATION CALL TOM LANG AT 596-5460 OR MIKE LOWE AT 820-0974.

- THIS IS NOT A SPECTATOR EVENT.

TRIUMPH GT6



Triumph introduced the GT6 in 1966, as a straightforward adaptation of the Spitfire chassis to take a much bigger six-cylinder engine, along the lines already explored with the Vitesse/Herald family. The engine used was the one from the Triumph 2000 (the same engine replaced the original Vitesse 1,600 c.c. unit simultaneously). The car was produced, and remains, as a hardtop coupe only. The result was to produce a car with roughly the same

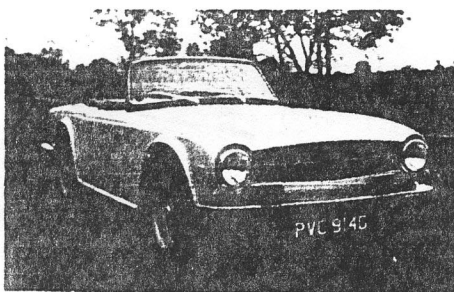
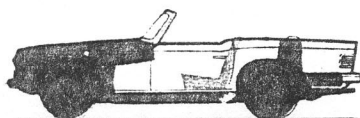
power as the MGB, but smaller and lighter and therefore possessing superior straight-line performance. Nevertheless, the Mk1 GT6 inherited the Spitfire's rather unpredictable, swing-axle-affected handling. In 1968 the GT6 Mk2 was introduced with a revised rear suspension layout, considerably improving handling. The power output of the engine was increased at the same time. As a result, the GT6 is now appreciably faster than the MGB.

GT6 specification

6 cylinder, in line, pushrod overhead valve gear; bore 74.7 mm, stroke 76 mm, capacity 1,998 c.c., compression ratio 9.25 to one; max. power, 104 bhp (net) at 5,300 rpm, max. torque, 117 lb. ft. at 3,000 rpm; carburettors, two Stromberg 1.50CD. Four-speed all-synchromesh gearbox; ratios, 1st, 2.65, 2nd, 1.79, 3rd, 1.26, top, 1.0; hypoid bevel final drive, ratio 3.27 to one.

Suspension, i.f.s., double wishbones, coil springs, telescopic dampers; i.r.s., transverse leaf spring, lower links, semi-trailing arms, telescopic dampers. Brakes, Girling, 9.7 in. discs front, 8.0 in. drums rear. Tyres, 155 x 13 in.

TRIUMPH TR6



Latest of a long line of sports cars representing an unbroken line of development from the original TR2, the TR6 is significant in being the first major restyling of the family. For many years, the cars were powered by a big, four-cylinder engine. In 1965 there came a change to independent rear suspension by semi-trailing arms, a principle first applied by Triumph to the 2000. The next step was a major improvement in performance standards with the

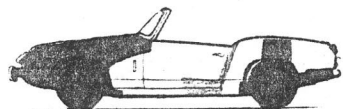
introduction of the TR5 with the 2.5-litre fuel injection engine in 1967. A year later, the TR6, with its new Karmann Ghia body, was introduced. Offering a considerable performance advantage over the smaller-engined British Leyland sports cars, the TR6 brings the driver to the stage where power begins to play a large part in the behaviour of the car. Handling is not as predictable as with the MGB, and the ride is rather "vintage".

TR6 specification

6 cylinder, in line, pushrod overhead valve gear; bore 74.7 mm, stroke 95.0 mm, capacity 2,498 c.c., compression ratio 9.5 to one; max. power, 142 bhp (DIN) at 5,700 rpm, max. torque, 149 lb. ft. at 3,000 rpm; fuel system, Lucas port-type injection. Four-speed all-synchromesh gearbox; ratios, 1st, 3.14, 2nd, 2.01, 3rd, 1.33, top, 1.0; hypoid bevel final drive, ratio 3.45 to one.

Suspension, i.f.s., double wishbones, coil springs, telescopic dampers, anti-roll bar; i.r.s., semi-trailing arms, coil springs, lever-type dampers. Brakes, Girling, 10.9in. discs front, 9.0in. drums rear, servo-assisted. Tyres, 165 x 13 in.

TRIUMPH SPITFIRE



It was three years before Triumph took advantage of the adaptability of the Herald chassis to use it as the basis for a sports car. The Spitfire consisted of a new two-seat body mounted on the existing Herald chassis with very few changes. The 1,147 c.c. Herald engine was mildly tuned. Late in 1964 the car became the Mk2 with increased power, transmission changes and new trim. It continued in this form

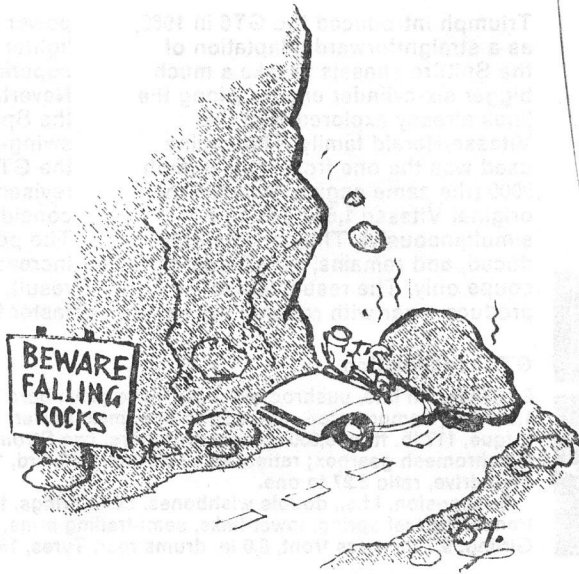
for three years, and then in 1967 was given a bigger, 1,296 c.c. engine derived from the one used in the front-wheel drive 1300 saloon. Slightly larger than the Sprite/Midget, the Spitfire offers more room and comfort for its two occupants. Performance is very similar, but the use of simple swing-axle rear suspension means that the handling is nothing like as predictable, especially close to the limit.

Spitfire specification

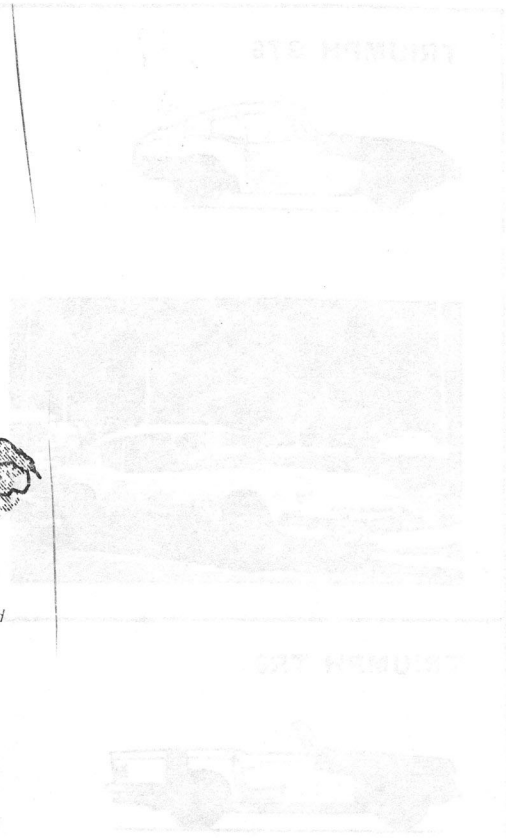
4 cylinder, in line, pushrod overhead valve gear; bore 73.7 mm, stroke 76 mm, capacity 1,296 c.c., compression ratio 9.0 to one; max. power, 75 bhp (net) at 6,000 rpm, max. torque 75 lb. ft. at 4,000 rpm; carburettors, two SU HS2. Four-speed gearbox, with synchromesh on 2, 3, 4; ratios, 1st, 3.75, 2nd, 2.16, 3rd, 1.39, top, 1.0; hypoid bevel final drive, ratio 4.11 to one.

Suspension, i.f.s., double wishbones, coil springs, telescopic dampers, anti-roll bar; i.r.s., swing axles, transverse leaf spring, radius rods, telescopic dampers. Brakes, Girling, 9.0 in. disc front, 7.0 in. drum rear. Tyres, 5.20 x 13 in.

TRUMPHERS CONTACT BY TELEPHONE (905) 889-1111



"Well at least it's increased the oil pressure"



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