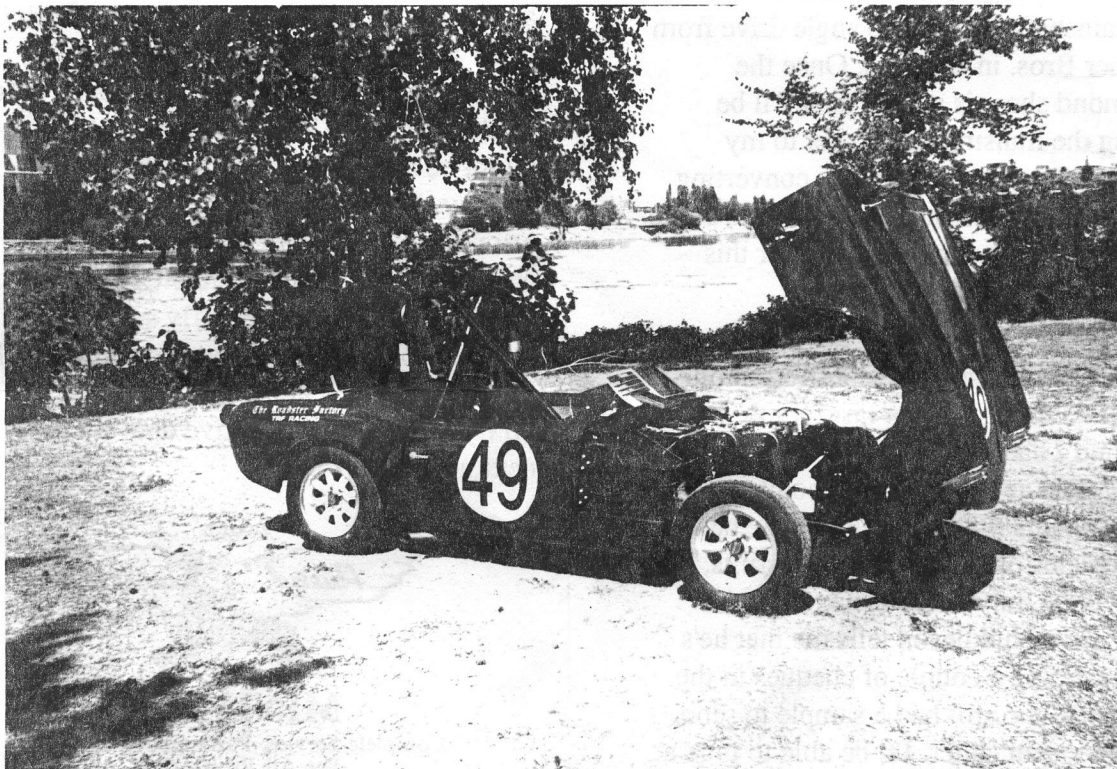




# VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

June, 1994



## *In This Issue:*

- *Future Fun Run to Hart Brewery*
- *9th Canadian Classic in Belleville*
- *"OIL DRIPS"*

**Editor's Note:** (John) -

As I write this note, it is just a few days before the Richmond show, and I'm beginning to get a little nervous, I must admit. I've been calling the other clubs to conscript a few volunteers, and the response has been relatively good. It just remains to be seen how the weather behaves, and there's nothing we can do about that!

On a more positive note, today I received my mainshaft and speedo angle drive from Rimmer Bros. in England. Once the Richmond show is a done deal, I'll be pulling the transmission to get to my slipping clutch, so I'll now be converting the transmission to an overdrive one at the same time. That should suffice for this season as far as tinkering goes!

We had a fairly good response from our second ad in the *Citizen* last month. Both Julio and I had several callers, to which we sent sample newsletters and membership forms. At this time I don't have the names and vehicles of the confirmed recruits, but they will be duly noted in next month's issue. Dave Huddleson tells me that he's still expecting a couple of cheques in the mail, and Julio still had a sample to send out to a recent caller. I'll be able to give a precise head-count next month as well.

Also, this is approaching the busy time of the year for all of us who are renewing, so let's keep on going and growing, team!!

**Fun Runs:**

Our Fun Runs have been progressing well so far this year. Certainly the great weekend weather has played a large part in their success. It's always good to get

together with members in between meetings as well as at the meetings themselves.

One possibility for a Sunday run came to me last weekend. Lori & I went to our friend's place in Carleton Place last weekend for a BBQ, and before dinner our friend Will & I went for a tour of the Hart Brewery there. As both a novice home brewer and a fan of Hart's fine suds, I found the tour very interesting. I asked how many people they can accommodate at a time for tours. Our guide Jack said that up to 15--20 people is the ideal size. Hey, no problem, I thought, so I mentioned that I belonged to the Triumph club and we might be able to swing by some future Sunday. Jack also mentioned that with prior notice, Hart may also provide burgers and other such refreshments! Great! Of course, we'd have to be fairly sure of the weather so that we'd be sure to show. We'll check for interest at the next meeting, and I'll try to arrange a tentative date for the next newsletter.



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**Boot'n'Bonnet Tour:**

In case people may have forgotten, the weekend after the Richmond show is (apart from Canada Day long weekend) the Boot'n'Bonnet Tour of Prince Edward County. The past two newsletters have featured Joe Lightfoot's letter describing the event, so I won't bother to repeat it

again. Suffice it to say that this is a good opportunity to see some lovely scenery, and scout out the area for the upcoming Classic in Belleville, to boot!

### Ninth Canadian Classic - Belleville:

I hope all of you who are going to the Classic registered at the early-bird price, as it is now at the regular registration fee of \$65. Nevertheless, it promises to be a dandy, as Belleville is central to several major centres. Believe it or not, July 27 is not that far away now - where is the time going, anyway?!

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### "OIL DRIPS" (by Julio)

This section is devoted to information on who is buying, selling or doing whatever else in between to their cars.

- **For Sale:** I confirmed this rumour just this morning - John Carr is selling his beautiful '67 TR4A IRS. Asking price is \$8,000 (Cdn.) firm, and trust me, it's well worth it! John & Evelyn loaned the car to Lori and I a couple of years ago to go down to Grass Creek outside of Kingston, and the car was a thrill to drive! Much different from the heavy softness of a TR6, this car is very tight and solid-feeling to the driver (and passenger, as Lori will attest), but not

to extremes. It's all original, with a rust-free frame, and very straight.

- Shaun Henessey's car is now on the road! After some minor tuning up and a new exhaust be John Pritchard, Shaun's now getting bugs in his teeth on the open road. Congratulations!!
- Malcolm has his car going again, I hear. Can't keep an ex-Prez down, eh what?
- Randy Hildebrandt has himself a new factory hardtop (well, almost). The '74 TR6 with o/d and factory top that was in the paper recently has been sold, but the buyer didn't want the hardtop. The guy is asking \$500 for the top, which is in good condition. He also has a TR6 tonneau cover for the first \$100, and a pair of early TR6 front signal lights (excellent condition) for \$40. Those interested can call the owner, John Watt, at 224-6245.
- Colin is slowly bringing his car to Brian Mills' garage, piece by piece. Seems Brian can't keep his garage empty for too long!

The Ottawa Sun, Monday, June 6, 1994

### BIZARRO



O.V.T.C.

August

	Sunday	Mon.	Tues.	Wed.	Thurs.	Fri.	Saturday
		1. Classic Recuperation Civic Holiday	2.	3.	4	5	6
7	Monte-Carleton Rally - mg Club	8	9	10	11	12	13 Roadster Factory Summer Party Armagh PA 12-13-14
14	5th Annual British Car Day Grass Creek Boats'n Bonnets Corn Roast - J+E Carr	15	16	17	18	19	20
21	Fun Run 2pm.	22 ☺ See You!	23	24	25	26	27
28	Morgan Club: Moggies on the Green Picnic + B.B.Q.	29	30	31			

Information - Call Juliano Benco 727-8113

## Brief History of the Triumph TR6.

Taken from the Moss Motoring Newsletter - Fall 1992

### 1968

- 9/19/68, first prototype TR6 CP25001.
- Karmann restyles body, using main sub-structure of the TR4/250.
- 5 1/2" wheels replace the 5" version of TR4A.
- Provision made for front anti-roll bar.
- Twin carbs in U.S.A., P.I. in U.K.
- CP25003, first carb TR6 on record, build 9/19/68.
- Rostyle wheel covers standard.

### 1969

- First year of production.
- TR4 type 16P brake caliper replaced with 16B type.
- Black spoked steering wheel with pierced holes.
- Chromed valve cover.
- Windshield surround in body color.
- Laycock de Normanville A-type overdrive carried over with TR250 gearbox.
- Rostyle wheel covers standard to CC50000.
- Seats feature "breathing material".

### 1970

- New disc wheel with 15 whole pattern.
- Painted valve cover replaces chromed version.
- New inlet manifold on carb cars.
- Steering lock introduced on export cars.
- Ignition switch moved from dash to under column.
- Windshield surround now black regardless of body color.
- New steering wheel with silver anodized spokes replaces black spoked wheel.

### 1971

- Stag type gearbox parts used.
- 7 blade fan replaces 8 blade at CP52420.
- Square reflectors under tail lamps (U.S.A only)

### 1972

- Compression dropped from 8.5:1 to 7.75:1.
- New exhaust system. Twin exhaust down-pipe for carb cars.
- Gas tank capacity reduced to 10.25 gallons.
- Rear springs and wishbones brackets updated late 1971.
- Grease nipple on propshaft deleted.
- Brake caliper changed again, now incorporate metric threads.

### 1973

- Major U.S.A. restyle.
- Black plastic air dam introduced.
- J-type overdrive introduced; overdrive on 3rd and 4th only.
- New steering wheel and instruments including "inverted" small gauges.
- Union Jack decal replaces TR6 logo on rear fender.
- Air intake flap on cowl replaced with plastic grill.
- Voltmeter replaces ammeter.
- Commission plate moved to left hand doorpost.
- Wire wheel option ends in May.
- Flat black wiper arms replace chromed versions.

### 1974

- New interior trim includes center door pull.
- Chestnut and Beige trim offered in fire-resistant material.
- Full tonneau cover now standard.

### 1975

- Rubber bumper overrides introduced to U.S.A market to meet federal regulations. (Late 1974)
- Front bumper raised.
- Amber/white indicator lamps moved under bumper.
- Air injection system introduced.

### 1976

- Triumph styled hardtop continues to sell well until end of production.
- Last P.I. TR6 built on 2/7/75.
- Front indicator lenses amber.
- Last TR6 built on 7/15/76, CF58328.
- Some 1976 TR6s were sold in 1977 and may be registered as such.

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June 6/94

ADAM



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