



VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

July, 1994

Beating the Heat in 1994!



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Cover: No, that's not a Triumph publicity photo for factory air, but Clive's prize TR6, showing the rest of us that "indoor storage is for wimps!"

Editor's Note: (Julio) -

The days and weeks are slipping by very quickly as John & I are putting together the July newsletter. Before you know it, it'll be time to put our cars into, into, - I can't say that dirty word! Snap out of it, Benco - there's still 3± months of having fun with our cars!

Editor's Note: (John) -

As many of you who were at Richmond now know, Lori ended up accidentally fracturing her ankle late in the afternoon at the Richmond show, so now her leg is in a cast up to below her knee. While it's been a little tender until recently, Lori's now able to get around much better. Of course, with Lori's leg in a cast, this makes arrangements for us getting to the Classic in our home town of Belleville that much trickier. Somehow, though, we'll be there!

Membership Renewals:

This is our busy time of year for membership renewals, so I'd like to take this opportunity to ask those of you whose fees are due (check your address labels on this newsletter for \$amounts, if any) to please get in touch with Dave Huddleson (ph. 822-1315) as soon as possible. We're already extending newsletters to those of you who were due in June, but this is your last warning. There are also quite a few people with July due dates, so we may do the same for them, but that's it.

Calendar Correction:

Best off mentioning this up front. The date of the Grass Creek show / corn roast on

your August calendars (from last month's newsletter) is incorrect: it should be the following Sunday, **August 21**, not the 14th as it now says. John & Evelyn won't get any surprise dinner guests this way, either!

June 27 Meeting:

The June meeting followed the Richmond show the day before, so needless to say a good discussion on the pros and cons was in order (see the 'Post-Mortem' further on). Suffice it to say that many of us involved were relieved that we lived to tell the tale of putting on a major show. Hats off to John & Evelyn Carr, who used to organize all this themselves via *Sporting Classics* for the past few years. Amazing!

As our membership secretary, David Huddleson tells me, we've now got 66 members (personal and corporate). The advertising this spring was a great success. Perhaps with some aggressive salesmanship at Grass Creek and in Belleville, we'll be over the 70 mark for the first time since the 6th Classic here 3 years ago.

Regalia:

For those new members (for any members, in fact), Pat Mills has plenty of OVTC regalia for the well-dressed TR owner. Also, be sure to sport an OVTC windshield decal on your car, so you're not accosted in public by another member (such as yours truly) trying to sign you up. Be sure to see Pat (and her regalia suitcase) at any meeting or event.

Fun Run to Hart Brewery:

At the last meeting I mentioned the possibility of a Sunday fun run to the Hart Brewery in Carleton Place. I had recently been on a tour with a friend of mine, and the guide mentioned that for larger groups (with a bit of notice), the brewery is willing

to put on some food in addition to samples of their award-winning amber, stout and "Dragon's Breath" brands. It was decided that, in lieu of the circumstances, we would have to commit to being at the brewery, rain or shine, as they shouldn't be expected to be subject to 'fair-weather' TR people for providing food & drink. I've contacted the management at Hart's, and they'd love to have us! We've set up a tentative date as **Sunday, August 28**. This date may change, as it conflicts with the "Moggies on the Green" picnic, so an alternate date may be September 11. This will all be settled soon!

Any interested people can contact John (723-9876) or Julio (727-8113) to put your names in. Remember - we must be assured you'll be there, in whatever car you can be!

Richmond Post-Mortem:

Well, we did it! We managed to survive staging the 1994 Richmond Car Show. There were some anxious moments, but in the end, we had a great day.

The weekend didn't start out that way, however. the Saturday began with a medium, steady rain, prompting all of us to hold off heading to the site for the preparations. All of us, that is, except for Joe & Steve Lashley. Joe must've felt like Charlie Brown on the pitcher's mound: "where is everybody?" Joe also phoned Julio to say that the field hadn't been mowed yet, prompting the rest of us to begin forming a lawnmower detail in the event the person responsible in Richmond couldn't be found to cut the grass with a tractor! Brian Mills drove out for a look (the rain was now beginning to let up), and he returned saying "it's not all that long!" (Joe had a case of the jitters!).

Sunday morning - the big day! The sky looked as if it would open up on us at any

instant, and there was a fairly strong westerly wind (hardly ideal show conditions, but at least the grass was now cut for us)! We began setting up the area according to Julio's map, a.k.a. Blackbeard's treasure map! The Moggies were there soon after, immediately setting to work on their display (or should I say 'stage'?)

The cars and spectators began to trickle in starting at shortly after 9:00. The trickle grew to a torrent by midday, so much so that at times we had cars 3-abreast and 3-deep at the entrance. Fortunately for us, Yves Fortin and two other members of the Land Rover Club jumped into action, assisting our own OVTC volunteers with admissions, parking, and general crowd control. Thanks, guys - you saved the day! At this time, We'd like to thank all those others who took the time (several hours for some) to lend their assistance at the gates, sometimes dealing with rude patrons, people asking for receipts (seriously!) and other peculiarities of human nature. CHEERS to you all!! (I won't say much else about those others who 'volunteered' over the phone but couldn't be found on Sunday, except that 'volunteering' means to step forward on your own and not to sit back and expect to be located when the time comes! 'Nuff said on that!)

Back to the show - the people! Where did all the people come from? Clearly, a superior job of advertising by Mike Stapleton, who got the word out near and far (well done!). People were coming in so fast we couldn't even catch them all, so some got past without paying. At the end of the day, near 2:45 p.m., people were still coming in in droves, despite the fact that some sports cars were beginning to leave! Joe decided that enough was enough, and we threw open the gates! There were cars

all along the road outside the fence, because people couldn't wait for us to check them through! We estimated that with presenters and spectators there were over 1,000 people there that day! Still, the sky looked like a cross between cement and India ink all day long!

While the crowds were great, the turnout by the various clubs (including the OVTC!) was not as strong as we'd hoped for. The weather obviously was a factor, as people must've thought they'd be rained out (frankly, we all did!). The American clubs, to no-one's great surprise, were not in strong attendance, but then again, they don't much care to be seen with that 'foreign' stuff!

Dave Snasdell-Taylor did a super job with the Club display - so much so that the OVTC garnered the most votes for best display. (Additional thanks should go to Mike Stapleton, whose TR3a was the centrepiece; Richmond Nurseries, who supplied several lovely plants & shrubs for our use; and Clive Law, who lent us 4 checkered flags to attach to the tent (they flew straight out all day too, thanks to the wind!)) As we had put on the show, however, that essentially disqualified us from the competition, so the Moggies claimed the prize (for the 4th year in a row). The sharp-looking 1959 BMW Isetta came third in voting, even though it wasn't a "club" display per se. If we'd had a participant's choice award, the "bubble-bimmer" would've swept the voting!

Another letdown was the lack of participation by vendors this year. Our autojumble consisted of Terry Dale and John Pritchard, while our sole concessionaire was KDC Ventures, with their pins, hats and clothing. This didn't seem to deter people from buying, though. To quote KDC:

Wow!!! Another great year with the Ottawa Valley Triumph Club. Keep it up gang - you're doing a great job. Hope you can use the enclosed (fobs, etc.) for door prizes.

Kim

Every time I passed by their stand (I'm a pin junkie), Kim and her partner were up to their ears with customers. Joe Lashley said that Kim told him Richmond is her best show for business, and that she did at least 30% more trade this year than last! We asked her to spread the word to her fellow vendors at other shows - don't pass us by next year!

In the long run, the day went well, we stayed dry, and we learned a lot about what can be done for next year's show. The organizers had an après-show BBQ at Benco's, and we all just collapsed! The only casualty of the day was Lori's ankle, which she hurt walking on the rough pavement behind the arena. Even that is doing much better now, thanks!

Boot'n'Bonnet Tour:

The Boot'n'Bonnet Club of Kingston again hosted their Prince Edward County Tour. Thanks to the fine weather (no rain in Picton), it was a success, with 37 cars attending from various clubs. We had a contingent of 5 cars on the tour.

We left Friday morning, taking the back roads to Kingston, then onto the Heritage Trail across the Ferry to Picton, and finally to Joe Lightfoot's (Thanks again, Joe, for your kind hospitality!). All the other cars arrived at Joe's by Saturday afternoon - his back yard looked like a concours event! It was great watching all the cars finally roll out of his yard onto Main Street in Picton (we blocked it off) - car after car, for a total of 37. If you weren't a 'local' and were watching this display, you'd wonder how

the hell you can fit all those cars in Joe's laneway!

Joe led us on a tour of the County - some fine roads for sports cars - with some stops at local points of interest. The Stapleton's instead got to see the local Canadian Tire shop, thanks to a flat.

The tour ended at Vince Murray's place on the lake for a barbeque and a few brews. Some people stayed at his cabins overnight.

Sunday morning meant breakfast at the Lion's Club of Cherry Valley. If you could eat all they served on your plate you wouldn't need to eat for the next 2 days! From there we were off to Shannonville for the VARAC vintage racing. It's great watching those old warriors tearing up the asphalt.

On the return trip to Ottawa, the convoy stopped in Merrickville for some supper and (of course) some English ale. We returned home exhausted, sunburned, tired - and thrilled. Another great weekend!!

TR-MG Croquet Tourney (Joe Lashley)

On Sunday July 10, members of our club got together with the MG Club for the Third Annual Croquet Tournament and, even though the weather didn't cooperate, a great time was had by all Five Triumphs (and a Chevette from Perth) attended the game at the lovely home of Len & Debbie Fortin.

The game proved to be very closely contested, with the MG Club 'Triumphing' once again, much to the chagrin of Mike (Stapleton) and myself. We made a valiant effort of stopping the winners by any means at our disposal, even to the point of lying in the path of the ball! This proved to be to no avail, and the trophy stayed with the MGs for another year.

Our thanks go to the MG Club and to the Fortin's for the great BBQ that followed the game. We look forward to next year's tournament and hope we can persuade more of our members to come out to this enjoyable event.

Ninth Canadian Classic - Belleville:

The time is drawing nearer to the Classic, and as far as I know, Lori and I are the only ones from the OVTC attending for the duration (Wednesday to Sunday), though I believe no one else from the club are native Bellevillians (can't win 'em all!). Here is a brief listing of events, as obtained from the latest issue of the *TTC RagTop*:

Wednesday:

- Registration begins at the Ramada Hotel; informal gathering at the Hospitality Suite.

Thursday:

- Morning: a drive north of Belleville; visit a shop which makes '57 Chev replicars;
- Afternoon: Studio Tour / Poker Run. After visiting 5 curio shops in the area, the best poker hand wins;
- Evening: (5 to dusk). Challenge the Shannonville track. Awards for fastest or most consistent runs.

Friday:

- All-day drive around Prince Edward County, led by the Boot'n'Bonnet Club. The drive concludes late in the afternoon at Cherry Valley with a BBQ and Triumph Olympics.

Saturday:

- Daytime: Concours D'Elegance at Zwick's Island, across from the Ramada. Judging will be for concours, participant's choice, best non-Triumph, and "soon-to-be-great". Ken Stahl, of "Ken's Mostly

British", will be on hand to offer advice and tips. Hands-on work will be available at reduced rates.

- Evening: Awards Banquet in the evening at the Ramada Inn.

Sunday:

- Brunch in the Hospitality Suite before departing for home.

A full report on the Classic will be featured in next month's issue.

MG Monte-Carleton Rally - August 7:

The MG Club will again be hosting it's Monte-Carleton Rally on Sunday, August 7. The Rally begins at the Cheshire Cat Pub (Carp Road, north of the 417). For further details, contact Juliano at 727-8113.

British Invasion - Stowe, Vt.:

It was a long time coming, but my registration package for Stowe arrived today. This is the fourth year for this show, and it has aged nicely. Clive Law has received attitional registration packages for those who haven't been before. One suggestion - don't waffle on whether to go. The secret is to reserve a spot early. At this point, Clive and his wife, The Stapleton's and their son & daughter-on-law are joining Lori & I, while others are making the trip to Bronte Creek this year. The high cost of \$U.S. is the main reason, but also some feel a change is in order. Lori's stroke prevented us from going to Stowe last year, so I promised her that we would this year. The car is ready, and so are we!

September Meeting:

This may seem like long-term planning, but it is being organized by Randy Hildebrandt, and as he won't be in town for meetings prior to September, this'll have to wait until then. I'll let Randy describe the evening:

Arrangements are currently being made to hold this meeting at the RCMP Air Services Branch Facility, which is located at 2000 Research Road, MacDonald-Cartier Airport. A letter has been sent to S/Sgt. Brian Wilson, who is in charge of the Ottawa City Police Traffic section. He has given tentative approval to providing two speakers for a one-hour presentation. Topics will include: rules of the road specific to specialty vehicles such as the Triumph series, and how to secure and protect your vehicle against vandalism and theft. This should be a very intersting meeting and we are hoping that we will draw a larger group of our members out for it. Due to the security requirements at this facility the meeting will have to be restricted to members and companions only. Coffee and light refreshments will be served.

A map to the site will be provided in next month's newsletter. Just so you have a general idea, the RCMP site is across Research Road from the NRC wind tunnel, near the international airport. You can't miss something as big and obvious as that wind tunnel!

"OIL DRIPS" (by Julio)

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

- Shaun Hennessy's now driving his TR3A with some smart-looking chrome wire wheels (set of 3, I heard). There should be 4 similar wheels on a car, but alas, it was not meant to be. Shaun ordered (and received) 4, but one wasn't true, so he is waiting **patiently** for a replacement to come in.
- Yours truly (J.B.) has an interesting sound in the front end of my TR3. It

sounds like a tappet that was set to a clearance of 30! I took the car on the Picton tour, and it ran great, except while idling. Guess I'll just get some ear plugs and keep it running.

- The club purchased 8 fantastic looking grille badges, as we needed a minimum order of 8 to proceed. Any members (new or old) interested in purchasing one should call Julio at 727-8113. The cost is \$40 per badge. If you purchase one, Julio will also polish it up to a beautiful finish at no additional charge!
- Randy Hildebrandt has the Triumph gods smiling on him this season, for sure! (Maybe he has a (TR)sixth sense!) Remember in the last issue of Overdrive we mentioned the hardtop that fell into Randy's lap? Well, it gets worse. You'd better sit down before you read further....

Randy recently purchased a TR6 parts car. Not just any parts car, mind, but a rolling supermarket of mint condition parts!! The car is a very late model 1976. How late, you ask? - the serial number was 'CF57956UO'. If you're up on your TRivia, you know that the last TR6 ever made was CF58328, so that places Randy's at 372 from the end of the line! It seems the owner(s) drove this car in winter - what a waste! The engine has only 36,000 miles on it.

Think that's bad? - it gets worse! The PRICE for this car? \$200!!!! That's no misprint, folks!! Also, note the serial number above - this car's got overdrive! (eat your heart out, Malcolm!) Randy's first TR6 - a June 1976 model - also has overdrive, so (sit down again) Randy's keeping this one as a *spare*!! (keep eating, Malcolm!) Most everything else that's worth anything is either going onto Randy's other TR6 or

has already been gobbled up by the TR piranha (eg. Julio got a factory luggage rack (\$40), yours truly (J.D.) got a choke cable & tunnel cover (\$10).

Classifieds:

There's so many entries this month, it looks like the Ottawa *Pennysaver*. Here goes ...

- Steve Lashley's 1981 TR7 convertible is still available. Remember - this car is EFI, so no problem carburetors to sort out. Call Steve (or Joe) at 726-6724.
- John Carr's TR4A IRS is for sale, for the first firm \$8,000 (\$Cn). Call John at 692-2886 to buy or view. John tells me he's had a couple of inquiries from the States, and due to the favourable exchange, it's not a big price to pay for some American to pay.
- 1974 TR6; red with tan interior. Very good condition, 65K miles. Asking \$5K or best. Call Dave Scholfield at: 489-4277 after 6 (home), or at 956-2983 (work).
- 1979 Spitfire 1500. This is in excellent condition, with 33K km, original paint, leather interior, and new carpeting. Ronald MacDonald is looking for \$6K or best offer. Call Ronald at 756-3793 (Combermere).
- Chris Baker (a potential new member) has used TR6 fenders off of a '76 parts car. Interested parties can call Chris at 741-1233 (h), or 236-9551 (w).
- Joe Lashley knows of an aftermarket TR6 hardtop for sale. Call Joe at 726-6724 for particulars.

THE LAST TRUE TRIUMPH



The TR4 was not as big a seller as the earlier TR3 or the later TR6. But the speedy Italian-styled beauty was the last pre-Leyland Triumph, and perhaps the best ever built. Ian Wilson relates its story . . .

Long gone are the days when an ordinary working chap could buy a true high-performance sports car without selling his family for scientific experiment. Performance, plain and simple, with bare basics in creature comforts, was the name of the game in the fifties and sixties world of sports cars.

In those glory days there was a wonderful assortment of sports cars designed with one thing in mind: performance at a reasonable price. I was born too late - almost.

My first car was, and is, a Triumph TR4. After falling in love with a friend's newly purchased 1968 TR4A, I set my sights on acquiring my own piece of old country heritage.

The year was 1977. I scoured the local newspapers until I found it, and for a measly \$500, I drove home in a semi-restored, primer grey 1965 TR4. Included in the price - to my delight and my parents' chagrin - was more than a van load of parts. I was, in fact, the proud owner of two TRs. One I drove home to my parents' garage and the other I lugged home a few weeks later crammed in the back of my dad's van. Right now the car is being prepared for an illustrious second career as a vintage racer.

The TR4 was introduced to the motoring public in 1961 as a more updated style of the classic TR2-3 series cars. It offered oodles of affordable performance with body designed by Italian Giovanni Michelotti that featured the luxury of roll-up windows.

The new TR brought a styling and comfort not yet seen in the early Triumph Roadsters. The curvaceous feminine shape of the TR2-3 models gave way to the square-shouldered maleness of the TR4. And much was made of the new Triumph's all-weather capability.

"Compact dimensions and an excellent engine and gearbox enable the TR4 to offer more performance than any other production sports car at the price," wrote *The Motor* magazine in July of 1962. The price was right at \$2,849 for the roadster and \$2,999 for the coupe.

Debuted in the fall of 1961, a total of 40,300 were built. "The TR4 was scheduled and designed by Triumph to come out in late 1960 or early 1961," explains Dave Hagenbuch, TR4 expert at The Roadster Factory in Armagh,

Pennsylvania, "but because of the takeover of British Leyland, it was put back a little bit and didn't come out until the fall of '61. It was the last car that Triumph designed."

He says the cars are hard to find today because they were "one of the last of the TR series to gain popularity with the restoration crowd. Everybody wanted a TR3 or a TR6. A lot of the TR4s that would have been restorable ended up in junk yards."

Still, it was greatly appreciated in 1962, boasting fancier upholstery, and warmed by a heating system said to be the best yet in a TR. It was also the first production car to offer 'face-level' air ducts.

Explains Gregor Grant in his 1962 test for the British magazine *Autosport*: "In addition to a most efficient electric blower, it is possible to direct currents of hot or cold air to both windshield or occupants' feet, separately or combined." Something which would be barely mentioned in a modern review, but pretty heady stuff in the good old days.

The frame, suspension, and motor are nearly identical to the earlier TRs. The track is a little wider (by about four inches), and the suspension systems are changed slightly. Of course, the 2138cc motor is a little more powerful than the 1991cc of the TR3 (compression up from 8.5 to 9.0 to 1), but it retains the tried and true ohv pushrod design, which cranks out 105 bhp at 4,750 rpm.

Standing start times to 60 mph rest somewhere just shy of 11 seconds. With that kind of power strapped to a chassis and body weighing 2,240 pounds, the car moves well, but does it stop well? Grant thinks it does, explaining in his review that "The Girling brakes are immensely powerful, although pedal pressure is higher than one would expect. There was no sign of fade, nor of any peculiarities whatsoever." Indeed, Grant put the car to a good test on Alpine roads during a 'Continental' rally.

Rack and pinion steering was also a step up for the TR4, complete with two rubber anti-shock joints in the column. Those joints may have backfired, for *Car and Driver* reported in April 1962 that bumps in the road surface, along with engine vibrations, were transmitted through the wheel. "On a rough road, the whole steering assembly will rock about, giving the impression it is flexibly attached to both frame and body."

Nevertheless, they report "perfectly predictable handling under all circumstances," albeit with a little oversteer on tight corners. And tracking in a straight line was not to their liking either, for they found the car needed steering all the way.

Power drives this machine through a fully-synchronized transmission with a new low gear ratio up from 3.38 to 3.14 to 1, bringing first gear up to 35 mph at 5,600 rpm.

Overdrive was an option on the new TR, complete with three ratios working on second to fourth gears. Moving back, the rear end brings us to another sore

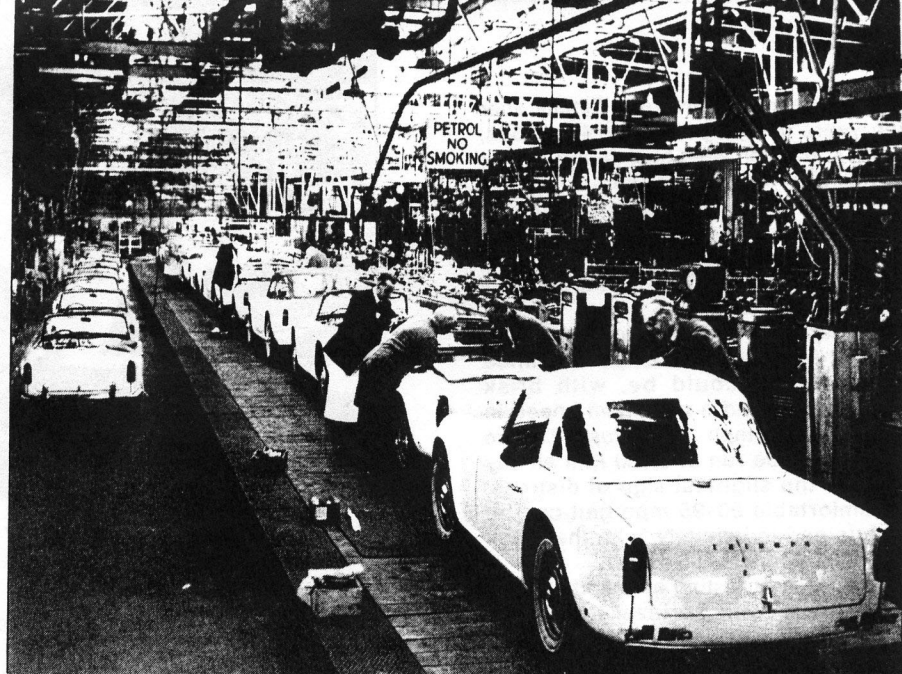


PHOTO: COURTESY JAGUAR CARS, INC.

ABOVE: Coventry assembly line, very early in production. These are American export models; note LHD and whitewalls.

RIGHT: May '65; Bob Tullius cleans up in SCCA D-Production racing.

BELOW: Today, the TR4, like Art Caselman's shown here, makes a fine vintage racer.

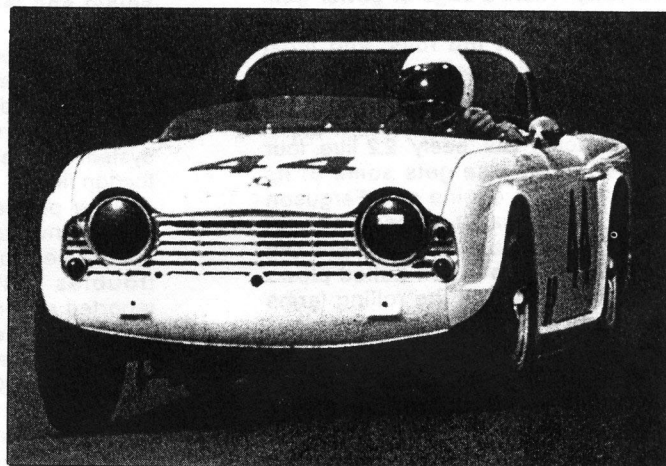


PHOTO: COURTESY JAGUAR CARS, INC.

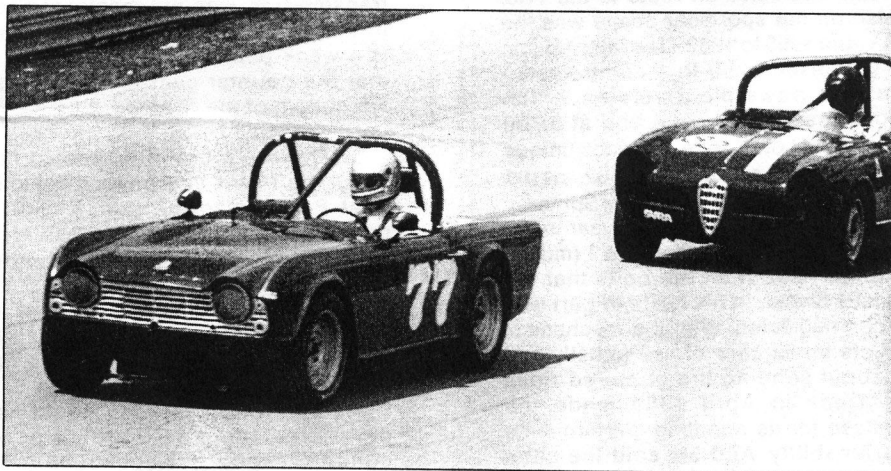


PHOTO: IAN WILSON

point. The design of the axle/spring/frame section has the frame 'underslung,' thus limiting wheel travel. The choice of spring rates did not suit *Car and Driver* testers, either, as they report: "It was not uncommon for one rear wheel to be lifted clean off the road on a straight but uneven stretch."

The 4A, brought out in 1965, featured the same motor with Stromberg carbs

instead of SUs and a longer intake manifold (as was the case with the later TR4s). The biggest change, aside from the esthetics of a more deluxe body and interior, was the use of independent rear suspension. It was the move that would bring the TR4 in line with the high-tech of sports cars.

Adapted from the 2000 sedan, the IRS units were said to be troublesome and

to react poorly under stress. Finally, after ten years of trying with the 4As, 250s, and 6s, Triumph went back to the faithful live axle for the ill-fated TR7.

But performance-wise, the TR4 was just the ticket to put the uppity Austin-Healey 3000 and the MGB - both machines had the TR3 on the ropes - in their places.

Gregor Grant of *Autosport*: "With the normal four-gear ratios, performance is all that it could be, with brisk acceleration and a maximum speed in excess of 110 mph . . . the lusty 2.2-litre engine can be run at 5,000 rpm all day without the slightest sign of distress; a comfortable 90-95 mph gait can be maintained indefinitely, with the clock showing around 4,700 rpm."

After a day's testing at Brands Hatch, rally driver John Sprinzel told *Motor Racing* magazine's John Blunsden why the car was such a good rally machine: "As a rally car, the TR4 handles fabulously. There's bags of power from 3,000 rpm upwards, and it's put up some terrific times on the hills, and most important, it feels safe."

Owing to its agricultural lineage, the TR4 drivetrain is perhaps its biggest positive factor. The 'beefy' 2.2 litre, four cylinder workhorse gets some of its design from the engine of a Ferguson tractor. Legend has it, or as some wild rumors claim, the first TR2s used the very power plants which pulled plows and planted seed on the rolling farms of Old England. That's not true, says Hagenbuch, but Triumph's John Black did own part of Ferguson Tractor.

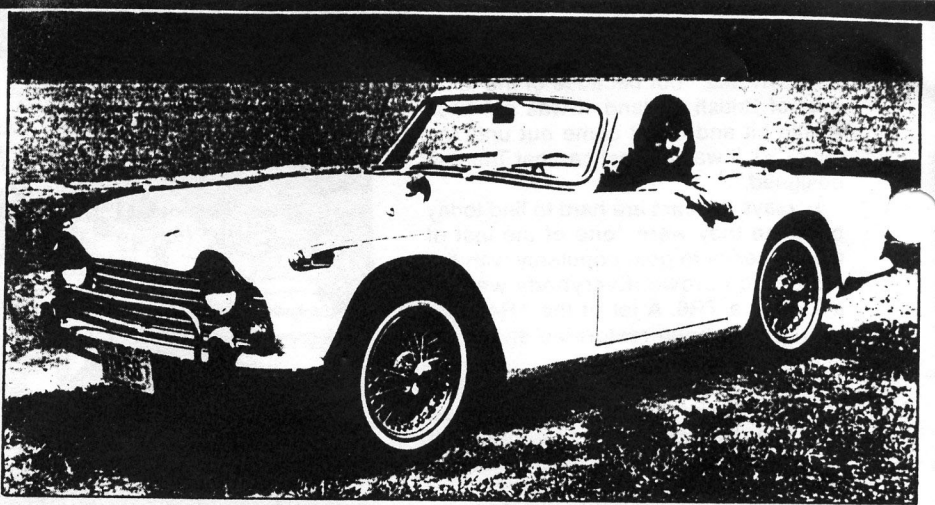
The next TR, dubbed the TR5 in Britain and called the TR250 in America, was basically a TR4 with a six-cylinder motor. Really, the TR4A, 5 and 250s were all transition vehicles en route to the TR6.

Also on the sportscar scene was the MGA from 1955 to 1962. (The later 1600cc Mk II sported a 9.9 to 1 compression twin cam powerplant version which yielded a respectable 108 bhp at 6,700 rpm.) The Lotus Elite provided unique motoring up to and beyond 1962, as did the cuddly, little Austin-Healey Sprites.

My own car spent about a year in the garage, where my father and I (mostly my father) put in all the bolts that the previous owner, in his haste to part with the car, neglected. With the mechanical aspects taken care of, we (mostly me) set about sanding the primed *Road and Track* in April 1969 made the purchase for its handling, performance or driveability. And 5% said the car's reputation in SCCA racing influenced them.

Of the 57 TR4 owners surveyed, 67% said they would buy another TR4, noting the car's best features as handling (41%), fuel economy (20%), reliability (17%), and performance (14%).

In the worst features department, hard ride tops the list with noise close behind. The top was next followed distantly by the heater. On the subject of the top, I have a few bones of my own to pick.



TR4A for 1967. Standard-Triumph Motor Co. publicity photo. (Courtesy Jaguar Cars Inc.)

The soft top of the TR4 is supposed to work by pushing a metal reinforcing strip (which is riveted into the end of the top) under the chrome trim atop the windshield and fastening the dome snaps on each end. Maybe my top was never tight enough or I screwed it up somehow, but it rarely held under stiff wind or hard driving conditions. The solution is obvious on the TR4A where a two-clamp system attaches in seconds and holds the top firm.

Other problems reported the the 136 owners involved in the *Road and Track* survey were oil leaks (15%) and clutch troubles (13%). Four TR4 owners reported major overhauls at an average of 59,000 miles. Two owners had rod bearings replaced at 60,000 miles and valve jobs at 20, 30, 45 and 80,000 miles. Clutches seemed to wear out at the 37,500-mile mark for the TR4, while the TR4A clutch went earlier at 26,000 miles.

Said by some to be a weak point, the transmission was not mentioned at all in the *Road and Track* survey. "There is a weak point," says Hagenbuch, "in that the counter gear or lay gear is in the bottom of the gearbox. It could have been designed better."

One of the more little-known facts about the TR4 is that Triumph did in fact beat Porsche to the punch with the design of the 'targa top' in September 1961. They called it a 'surrey top' because it was a removable soft top rather than a hard top that spanned the front and rear windshields. Two years later, Porsche brought out their own hard version and called it the targa top.

"From the factory, you could have purchased either a TR4 roadster or a coupe," explains Hagenbuch. "The coupe was the car with a hardtop and it had a removable lid that went between the front windshield frame and the rear windshield frame (called a back light). At the same time you could have purchased a soft 'lid' known as the surrey top. Instead of carrying the hard lid along, which you could not do in the car because it was too big, you could get the optional surrey top which had a collapsible frame and vinyl covering that could be rolled up and stowed in the boot."

The surrey tops are extremely rare today, says Hagenbuch. Some of the rear alloy frames are around, but the 'wrap-around' glass to fill them is impossible to find intact. A restored surrey will add \$1,000 to the value of a car, he says, with the average price being \$6,500 (and sometimes as high as \$8,000).

Hagenbuch attributes this relatively low value to the fact that, for many years the TR4 was not a desirable restoration project for many people. According to ads in British magazines, TR4s range in price from 2,000 to 6,500 pounds sterling (roughly \$5,600 to \$13,000).

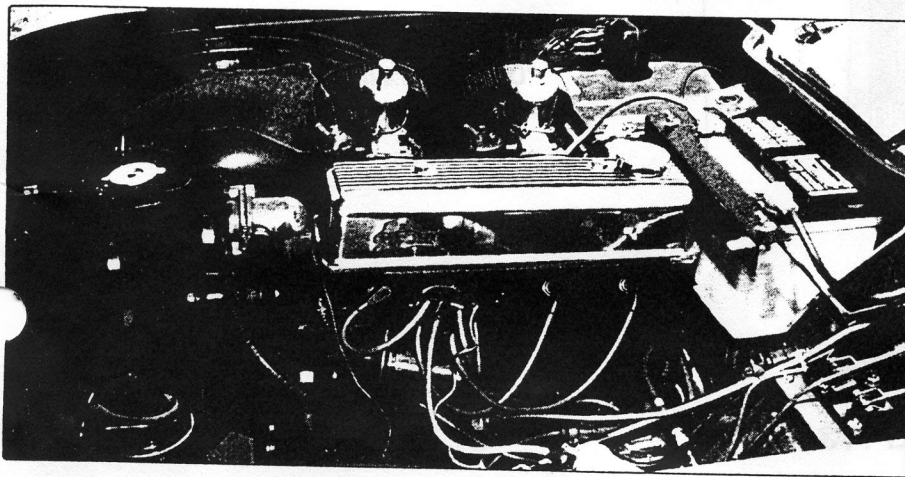
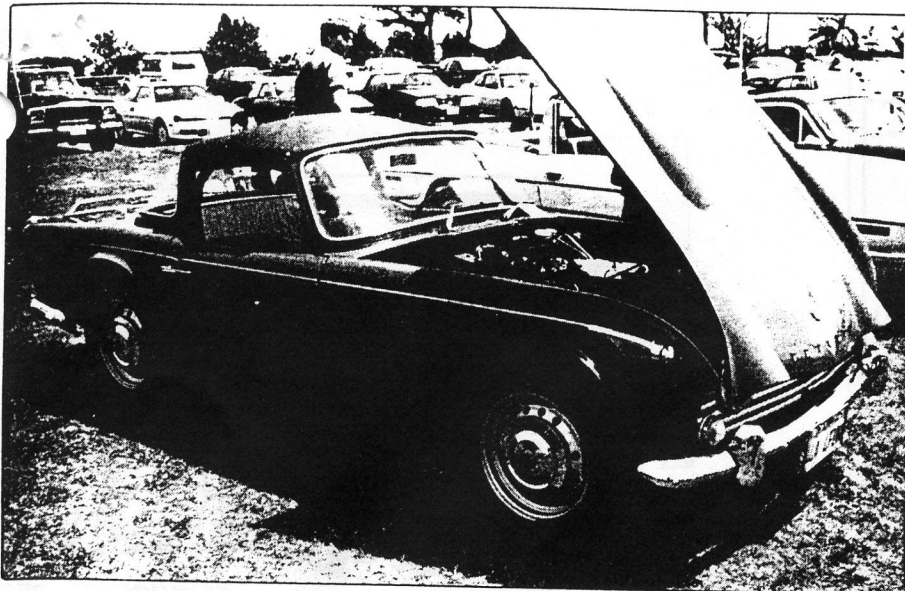
Aside from a lack of interest on the part of restorers today, the beefy TR4 was a boon to racers like Bob Tullius in the 1960s, capturing SCCA national championships in E and D production classes from 1962 to 1964. In 1963, TR4s placed first, second and fourth in the Sebring 12 Hour Grand Prix of Endurance GT II class.

Published in 1965, the British Leyland Competition Manual on the TR4/4A gave racers then, and still does today, some valuable tips on engine modification and chassis set up. Anyone wishing to vintage race a TR4 can order the book through many of the Triumph parts retailers across the country.

The book's author, R. W. Kastner, then Triumph Competition's manager in the U.S., provides well-proven race modifications such as lightening engine parts and choosing components. He also includes a 'hot' street set up which includes shaving .090 inches from the cylinder head face to boost compression to 10.2 to 1, fitting the 'D' camshaft, polishing intake manifold and passages, installing 'R.H.' needles in the carbs and thinning the butterflies and throttle shafts.

However, for those of us who are habitually short of cash, he recommends starting with an anti-sway bar of 11/16-inch, competition springs and Koni shocks.

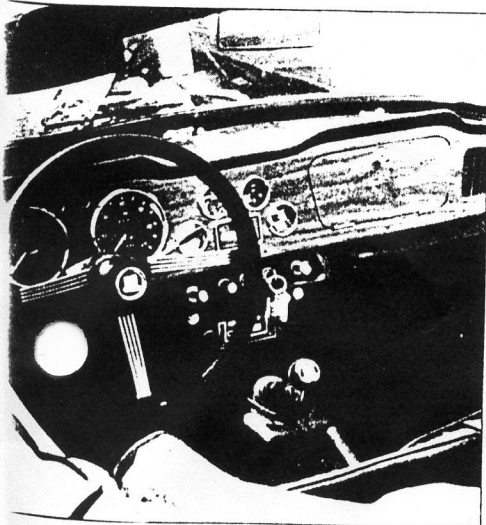
Perhaps overshadowed by the popular TR6, the Triumph Roadster Number Four remains an interesting piece of British auto history. Its role was a bridge between the very old world of the classically-curved TR2 and the clean sophistication of the modern TR6 era.



TOP: The TR4A grew a chrome strip on the side ending in a big sidemarker light. Note perforated disc wheels on this Surrey Top model.

CENTER: Cast-iron four is torquey and reliable.

BELOW: Traditional interior features wood dash, wire spoke wheel, leather seats.



SPECIFICATIONS Triumph TR4/TR4A

ENGINE

Type Cast iron 4-cylinder OHV
 Displacement 2138cc (130.5 c.i.)
 Bore x Stroke 86mm x 92mm
 (3.386" x 3.622")
 Compression Ratio 9.0:1
 Power Output 100 @ 4600 RPM
 or 105 bhp @ 4750 RPM

TRANSMISSION

Type 4-speed manual,
 optional overdrive

BODY/CHASSIS

Type . Pressed steel on separate frame
 Suspension Front: independent
 Rear
 (TR4): live axle w/half elliptic springs
 (TR4A): independent w/coil springs
 Wheels/Tires 4.5" x 15" steel
 or wire/ 6.95 x 15
 Brakes Front: 11" discs,
 Rear: 9 x 1 3/4" drums

DIMENSIONS

Wheelbase 88 in.
 Length 153.6 in.
 Weight 2,200 lbs/2,240 lbs

PERFORMANCE

Maximum Speed 104 mph
 Zero-60 mph 11.5 sec/10 sec. +



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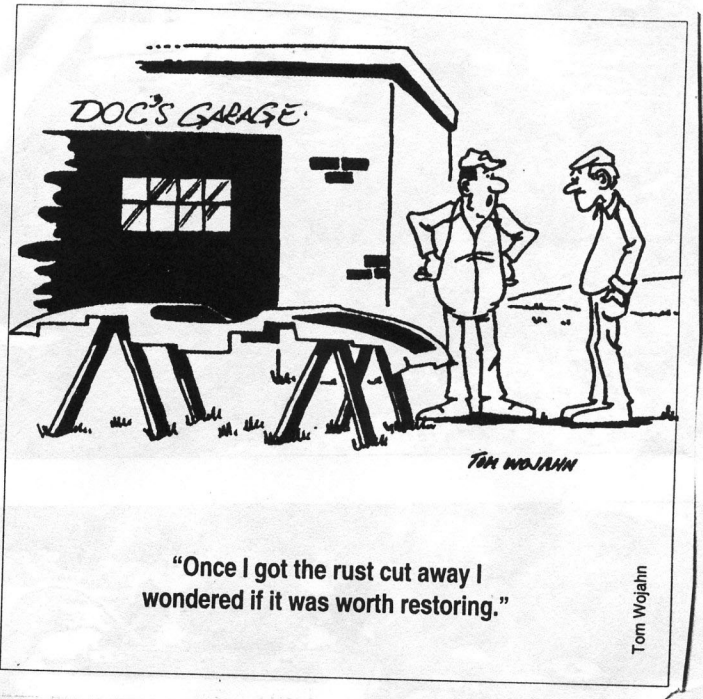
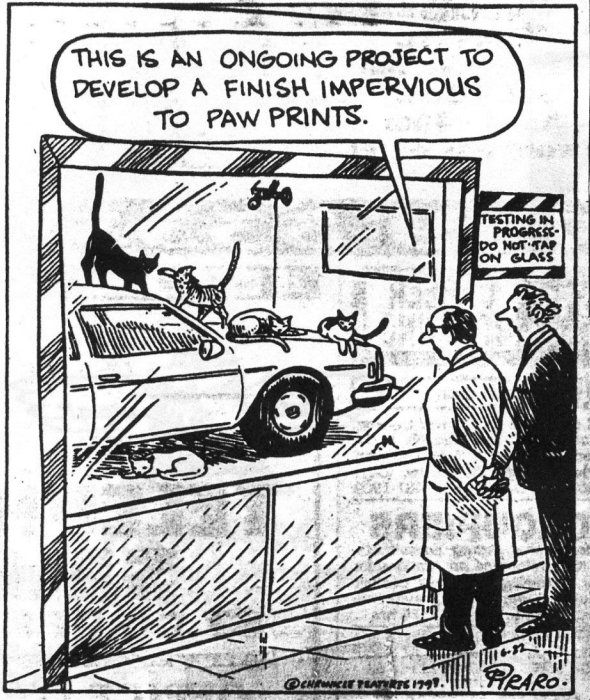
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