

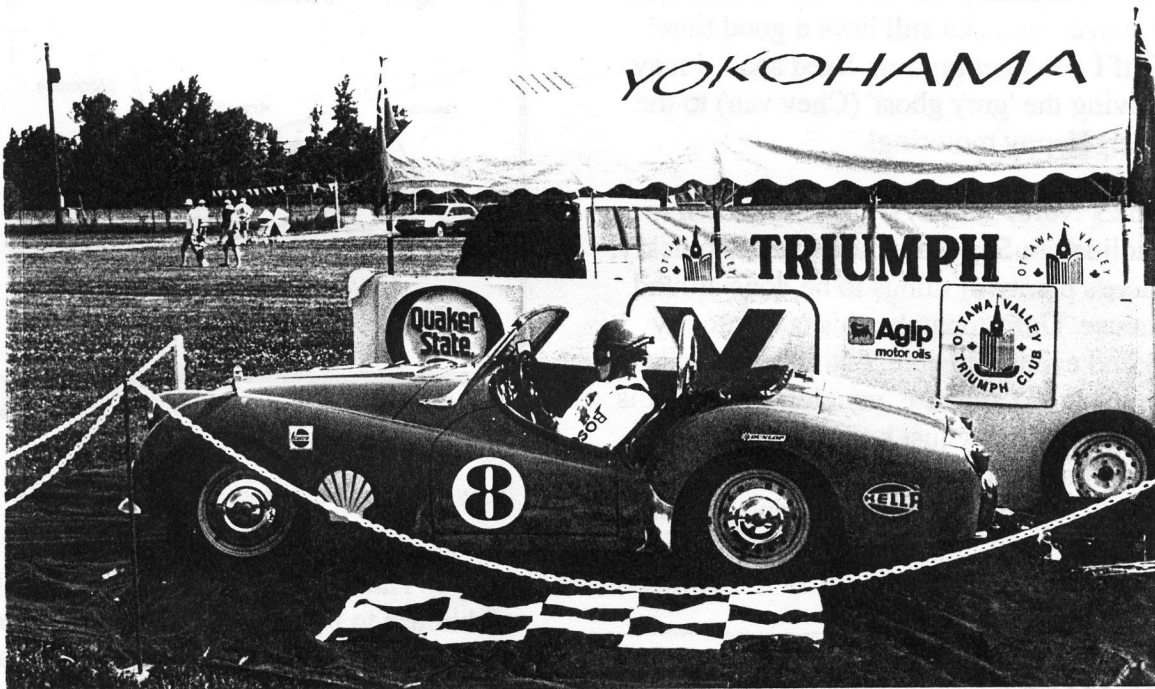


VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

August, 1995

We Should've Won This Year!



In This Issue:

- *August Meeting - BBQ at Benco's - Directions Inside*
- *Events galore in August & September!*
- *"The Little Red TR3A" - Part 1*
- *Plus much more!!*

Cover: *If we can't win 'Best Display' at the Richmond Classic show with this effort, there's no justice! What do can we do to top this effort? Wait 'till next near!*

Editor's Note: (Julio) - July has been an exciting month for me (see 'oil drips' later on). I'd also like to welcome the new members to the club. Unfortunately, as I was not at the last meeting, I hope to see you all at our August BBQ. Let's hope the weather is good and we have a large turnout.

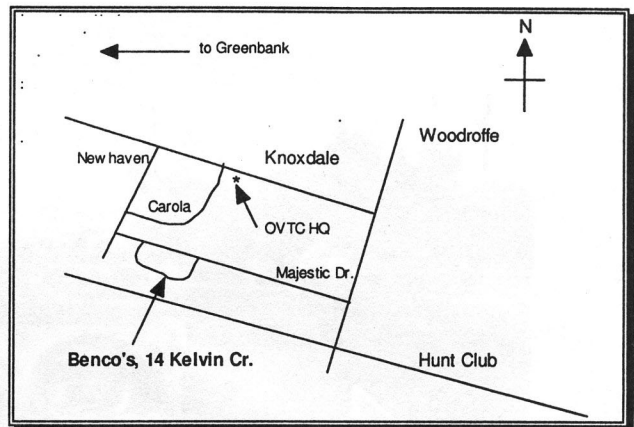
July has come and gone so fast; now August is upon us and with many events to participate in, I hope many of you will join us. Even if you can't come in your Triumph, come in the family car. It doesn't matter once you arrive - you can still have a good time! (P.S. if I don't get my cars fixed soon, I may be driving the 'grey ghost' (Chev van) to the events!) Happy motoring!

Editor's Note: (John) - The countdown to our holiday in September approaches quickly, so there's plenty of things to be done around the house. Unfortunately, this cuts into my weekend event schedule, but sacrifices have to be made. At any rate, my clutch/gearbox is acting up, so I may just begin my "winter project" list a little sooner. I also have made another TR purchase - see 'oil drips' later on.

August 24th Meeting - BBQ at Benco's:

That's right - the Benco's are hosting this BBQ in place of the regular monthly meeting. The OVTC is providing the burgers & dogs, so all people need to worry about is their choice of beverage. Richmond was such a group success for the club this year, we also wish to have this BBQ to personally thank all those who helped to make it go so smoothly.

Jane asks that people come by anytime after 6:30. For those new members who haven't been before, a map is provided below.



July 24th Meeting at John Pritchard's:

The July meeting was held at John Pritchard's shop in Hallville. A bunch of us met at the clubhouse to be sure of arriving on time. What I, as 'wagonmaster', didn't know was that Clive came from behind, caught Greg Milsom at the end of the line, and took him on a different route. I thought Greg had had difficulty and doubled back after him, letting the rest of the group go on. I arrived a bit past 7, but they had not quite begun anyway.

Clive got on with a few miscellaneous items before letting everyone continue exploring inside and outside of John's shop. Once the club business was concluded, people went

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about exploring John's collection of cars for sale, his extensive inventory of various British car bits, and the facilities for car body repairs, including the English wheels. John preferred to reply to people's direct questions about certain areas, rather than leading a formal tour. I think everyone who had not seen the place before were well and truly shocked by the extent of spare bits around, including the half-dozen Austin-Healey 3000 shells stacked like firewood upstairs! Thanks to John Pritchard for opening his shop doors to us all!

Membership Drive for 1995 continues:

There were a trio of like-coloured TR6s at the July meeting, all belonging to prospective members. Rob North was driving a '74, while Peter Fillion and Gary Gates were both in 1975 models. Gary signed up on the spot, as he could easily see the OVTC is a keen bunch of car owner-enthusiasts. Or perhaps it was the BBQ announcement for the next month! Anyway, welcome aboard, Gary! (We'll get the story on Gary and his car for next month's issue).

A few more attendees at the July meeting paid their 1995-96 membership dues and received their cards. The rest of you paid-up members will find your card attached with this newsletter if you haven't already picked it up.

The Lashley's are home for the Holidays:

Joe & Doreen Lashley will be beginning their 5 weeks of holidays away from Hudson Bay starting August 18, so they'll be at the August BBQ among other events in the next while. It seems that they have no home to go to (Steve has rented out their room!), so they'll first be guests of the Benco's, then after a trip out east they'll be house-sitting for Lori & I while we're in Europe - perfect! Let's hope Joe's TR8 transmission is ready when they arrive, or else Steve might lose the use of his Lotus during their stay! (*This just in - the TR8 is*

ready! Steve is driving it to Mirabel to pick Joe up, but you can guess who'll be driving it back! Ed.)

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TR Register Membership:

One thing I forgot to mention about the benefits of TR Register membership - the draw this fall for their Silver Jubilee TR7V8! Each new membership includes a ticket for this car, specially rebuilt and upgraded for the draw. Tickets are otherwise £1 each. I'm likely going to pick up a couple extra when Lori & I visit their office in Oxfordshire next month. To be on the up-and-up, the current OVTC ticket number is 634. Once the winning number is known, I'll publish it also.

'Triumph World' Subscription:

Issue number 3 has arrived - again full of detailed articles and big glossy pictures of all types of Triumph autos. One interesting story in the latest issue is about a 10-year-old lad in England who's quickly learning restoration skills on Triumph Dolomites, including cutting, shaping and welding metal replacement panels! Every young lad should have such a useful hobby! See all 3 issues at the BBQ.

10th Annual Canadian Classic - Waterloo:

The Classic this year was held in Waterloo over the last long weekend. Bruce Young was the sole OVTC attendee to my knowledge. We'll have Bruce's report for next month's issue.

Clive tells me that the Tuesday morning after the Classic, he received a faxed confirmation of attendance for next year's Classic here in Ottawa! Rowan Baker, of Goderich, apparently now holds the coveted '#1' ticket. Better get your name in quick, Bruce Young!

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Roadster Factory Summer Picnic:

Dave Huddleson is going to this year's Picnic in Armagh, Penn. Every year I say I'm going to get down for this one, and I haven't yet. Dave will have all the details for next month.

Kingston Classic Meet - B'n'B Club:

Don't forget the upcoming Boot'n'Bonnet **5th Annual British Car Day**, coming up this Sunday, **August 20th**. There's now a new location: Kingston City Park (at the south end of the park along King street, across the street from the Lake). Entrance to the Park is from Barrie or West Streets. As we would likely form a convoy for the trip, Julio has the map provided by the BnB. The show is from 10 until 3, with awards at 2 p.m. Cost is \$8 per car (which includes BBQ for 2). There will be participant's choice judging, plus games of skill. Contact Julio at 727-8113 if you wish to join the group going down.

Brit Car Festival, Mt. Tremblant - Aug 20:

If you'd rather head East that weekend, there's the show on the Circuit at Mt. Tremblant. According to the flyer, the event is held in conjunction with the High Mountain Vintage Classic, a vintage car race. Over 100 cars are

expected to compete. The exhibition area is in the infield of the track, with unlimited walking access to the paddock for viewing of the cars. A gymkana will also be held for those wishing to take part. Fees for 2 are \$25 for show and Gymkana, or \$15 for show only.

Dave Huddleson is intent on going to that one, but not alone, so you can contact Dave at 822-1315 to form a convoy for this show. The track is 80 miles north of Montreal, so roughly 1.5 hours from Ottawa.

Stowe or Bronte Creek - Decision Time:

As summer wanes and the days begin to get shorter, thoughts turn to the age-old question: Stowe or Bronte Creek? The two biggest nearby events of the season are again on the same weekend (Sept 17-18). Having been to both in the past, I can say that neither should be missed. Unless you're like Al Manship, who attended Stowe, finished Saturday night, drove home, picked up Marie, and drove through to Bronte by Sunday morning, you have to pick one or the other. Clive Law and David Huddleson are avid Stowe-goers, and are going again this year (David is interested in possibly sharing accommodations with whomever else may be going). The Benco's, Lashley's and some others are returning to Bronte (and the area's most inexpensive motel with nearby pub!). There'll then be OVTC at both shows, so I want a full report for the fall newsletter!

Also, if anyone would like a registration form for Stowe, I have one I can't use. I'll bring it to the BBQ, so ask me for it then

Grille badges sold out:

Again, we need a minimum order to get more grille badges in. If you are interested, please see Clive (820-7350) or Julio (727-8113). The cost last time was \$40, so the new ones

should be in that range if not exactly the same.

Moving Beauty Exhibition - Montreal:

I described this show of 'automotive art' in a previous newsletter. Has anyone been to see this yet? We'd love to hear about it if someone has. Please contact John Day with an article. The show is on until October, so there's still time.

Other upcoming local shows:

1. Brockville 5th Annual Antique Car Show:

This show is on August 19-20, at the Elizabethtown Centennial Fairgrounds (2mi. north of 401 on North Augusta Rd.). There will be a flea market on the 19th and the show on the 20th. They welcome 'antique, classic and street rods', so there may be some British stuff there. Registration for the show is \$4, and you receive a dash plaque. General admission is \$2

2. Antique & Classic Vehicle Show - Perth:

I'm sure our Perth group will all be present for this show, which is on Sunday, Sept. 3, from 10 until 4. There is a dash plaque for all; recognition for oldest vehicle, longest distance travelled, and for foreign vehicle.

3. 3rd Annual Vintage Auto Sprints at Christie:

This event is taking place Aug. 26 & 27 at the Christie Conservation Area, north of Hamilton (take #403 or Q.E.W. from Toronto to Hwy 6, north to Hwy 5, and follow for roughly 10 km). This show has timed sprints over a 1-mile course, car club and vintage motorcycle displays, a club concours, WW II flypast from the Canadian Heritage Warplane Museum, plus much more. The vehicles featured include such pre-war racers as Bugatti, Jaguar, MG, Alfa, Aston Martin and Frazer-Nash. Admission is \$10 per day (children under 12 free). For more

information, contact Cheryl McCune at (905) 721-9743.

We need your help!

As Lori and I are going to be in Europe for most of September, we need some help from you all in producing the September newsletter. We've got a couple of show reports to get in, so let's hear from those who went to the Classic, Kingston, Tremblant, or anywhere else TRs were found. Also, if anyone is working on something interesting, let's hear from you, too! Any budding contributor/editors can speak to Clive or Julio at the BBQ, or call them if you can't be there in person that night. Remember, the editor gets all 'dibs' on classifieds, so there's one good perk in doing this job!

Classifieds:

- Spitfire hardtop (original) - \$150. Call Jeff Threader at 825-2614.
- Complete twin-pipe exhaust system for later TR6 - excellent condition. \$100. Call Mike Crawford at 823-6642.
- 1972 GT6 Mk III. This is a one-owner car, with original paint, tires and interior; \$000s spent replacing worn parts - full records; 35,000 miles; new transmission. Asking \$7,500. Call Mrs. Sims at 226-5139 for more.
- 1969 TR6. A complete car, it needs some paint and chassis work. The owner is asking \$2,500. Call Paul Tie at: 745-1408 (h), or 842-1926 (w).
- Shawn Spence is interested in finding a pair of good, used 195/75 15" tires. You can reach Shawn at 591-8618 (h), or at 956-4258 (w).

"OIL DRIPS" (by Julio)

- Dave Huddleson is proceeding with work on his TR7 Spyder. According to Dave:

TR7 Spider...

First, note spelling with an "I", not a "Y"... Who knows why both versions are seen on some vehicles...

The TR7 Spider was a limited edition version of the TR7 convertible. It is painted black with a contrasting reflective red pinstriping. A silver version of the TR8 mag wheel is installed, air conditioning was standard, the TR8 Motolita leather steering wheel is used, and the interior was unique on the TR7 and TR8 being grey carpets with grey/black striped seats.

Supposedly, about 1000-1200 were made and it seems only the USA got them. California versions were also fuel-injected (Bosch!), while Federal-spec Spiders used 2 Stromberg carbs.

These were built around May of 1980 in the Solihull factory, so it is my opinion that these were the "pilot run" of TR7's & TR8's in Solihull as Canley production didn't stop until October 1980 and Solihull started making TR7's & TR8's in May 1980.

My TR7 Spider: just had both floors replaced and front headlight panel also changed due to poor accident repair sometime in the past. Car looks ugly with paint in bad condition, but car seems ready to pass Safety Inspection and be driving this summer! Top-down motoring, here we come!

- You gotta move fast around some OVTC members, it seems. John Day saw a recent ad in the Saturday Citizen for a \$600 1976 TR6, held off to go see it until Sunday, then arrived in Carleton Place in time to see Hugh Henderson closing the deal! Atta go, Hugh - Randy Hildebrandt would be proud of you!

- Not letting grass grow beneath his feet, John has just bought Sandy Beveridge's vast collection of 6-bits, in the hope of assembling a complete, early-model TR6 over the next year or two (3?, more?). See the perks from being editor?!

- **"Little Red TR3A" - the Never-ending Story**
Well, folks. In the past I have said that Shaun Hennessy's pretty TR3A had a gremlin in it, then a family of gremlins (last issue). I was completely wrong - it seems the whole clan is now taken up residence inside! I think they arrived the weekend of the Prince Edward County tour. Here's how it went...

Friday afternoon; it was hot as h___, and the humidity was off the scale. We're getting ready to drive to Picton for the Boot'n'Bonnet Club tour - two days of fun and relaxation.

Shaun and Eileen pull in to my driveway, and turn the engine off. Problem #1 - the engine would not restart. we tinker with the carbs, and following a bit of coughing and spitting on their part, the car starts, and we're on the road! We stop and pick up Pat & Brian Mills: "don't turn the car off!" On to Picton...

#2 - Outside of Picton, Shaun's water temperature gauge breathes it's last breath; the car's running really hot. We make it to Joe Lightfoot's, and we let the car cool down. "Everybody into the Pool!" A few brews and a fine dinner prepared by our wives.

#3 - Saturday morning - other cars are arriving for the County tour. Shaun's hood is up - the carbs are running rich. We change the carb needle, and make some adjustments. My fingers are crossed. We're on the road in time for the planned start. We have a great day of driving, seeing the sights, and soaking up the sun in top-down mode. The entire day goes by - no trouble (my fingers are still crossed).

We have the evening BBQ at Vince Murray's campground, kick a few tires, and tour Vince's garages (where he has no less than 3

Datsun Fairlady 2000's!). Back to Picton after the BBQ, and Shaun is in my rear view. Pulling into Joe's, I check again - no Shaun! S__t! I wait 10 minutes. 20 minutes. I get in my car and double back. I see other cars from the convoy coming by me, so I turn around, thinking Shaun's o.k. Wrong! Joe pulls into his yard, grabs his truck and flatbed, and heads off. He returns shortly with the little red TR3A.

#4 - Turns out the radiator began leaking badly. maybe it's a blown hose, which I had a spare with me. Please God, let it be so! No such luck - it's the rad itself! To repair a rad on a TR3A, the whole front apron must come off. Into Joe's garage it goes. 4 hours later, we see the rad has blown it's sealer cap (a welded-on brass plug opposite the top hose joint). The brass plug had blown itself onto the front apron.

Sunday morning, I call my daughter in Ottawa, to have her bring down my spare radiator, in case Shaun's couldn't be fixed. Luckily, we were able to get it fixed locally, and some 6 hours later the car is complete again. It's 1 a.m., and I've had enough! Sleep! - I need sleep!

#5 Monday morning, and we're getting ready to head home (everyone else left Sunday). Shaun's car is not charging - now what's wrong?! It's daylight - don't need to run much electrical on the car. As we get outside of Picton, Shaun pulls over - not again! Nope - he just unplugs his electric fan to save juice. I discover that I'd left my suitcase at Joe's! I go back while Shaun goes on.

#6 As I pull into Joe's, there's a phone call. It's Shaun on his cellular. His car won't start - no juice. And my booster cables are in my TR6 which Brian drove back on Sunday! I get a pair from Joe. I give Shaun a boost, and we're moving again!

#7 Great - it's starting to rain! No generator, no wipers for Shaun. We check his starter. It seems the main cable from the starter has

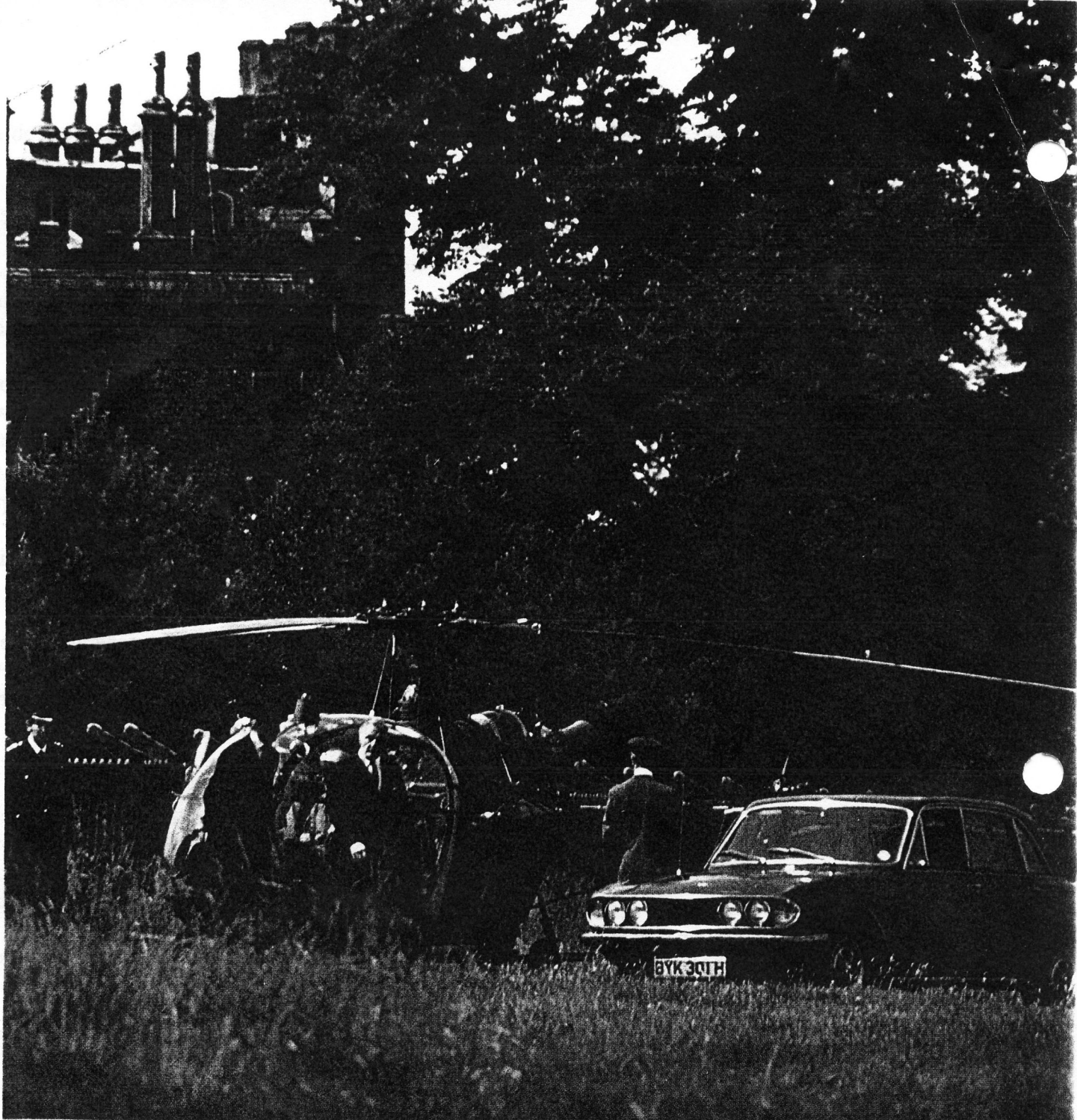
burnt off against the manifold! No problem, I have a spare in my toolkit, I say. Oh no! - it too is in my TR6, which is now home in Ottawa! I have been deserted in my hour of need. You guessed it - back to Picton. Strangers on the sidewalks are waving to me like I was a local! Go to the Canadian Tire store for a replacement wire. They don't carry such a thing. Am I doomed to remain in Picton the rest of my life? We decided to fix what was left of Shaun's connector; a low reading on the ammeter is better than none at all!

We're on the road again. Nothing is stopping us now! I keep checking - Shaun is still behind me. On the 401 for most of the trip; off the 401 - he's still there. As we near Ottawa, we swing by John Pritchard's in Hallville. John checks the generator. The belt is loose, he says. Loose? - there was a new belt put on recently, and tightened properly. The belt adjustment bracket was at it's furthest adjustment, and there was still 1.5 inches of play in the belt!

#8 A bolt was lost on the generator, which caused the belt to stretch, believe it or not (I don't!). We remove the old belt. There's the smell of burning flesh in the air. My flesh! We let the car cool down, and install my spare belt (at least it wasn't in the 6!). The car is still running hot. I ask Shaun if he wants me to follow him the last 15 miles home. He says no, so I depart. I arrive home, and after a while, I decide to give Shaun a call. He should be home by now. Wrong again!

#9 Shaun leaves John's, but less than 2 miles away the rad blows again! The little red TR3A has found a home at John's.

To be continued



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Triumph put in what the others leave

Our Feature Car: The TR6 That Never Was

Steve Hedke, owner of British Pacific, a factory-authorized Land Rover parts dealer in Burbank, CA (818/841-8945), is every bit a British car enthusiast. He is well known on the west coast for his stunning red Triumph Vitesse Sports Six convertible, a multiple show winner. His latest project, the 1976 TR6 pictured in this feature, was actually built for his father. It's extremely rare in that it is an automatic transmission model (never saw one before, did you?), which suited his dad perfectly. But why an automatic?

Now you TR6 experts out there are scratching your heads and questioning your own knowledge of these cars, trying to recall *anything* mentioned about an automatic TR6 in the past, so we'll let you off the hook.

The truth of the matter is, Steve's father had suffered a stroke and lost most of the use of his right leg. In restoring the Triumph, Steve fitted an auxiliary throttle pedal, available from a firm that produces special automotive equipment for physically-impaired drivers, to the left of the brake pedal where a clutch pedal would be expected. Mr. Hedke simply throttles and brakes with his left foot, allowing him to enjoy the car and take place in Triumph club events, when a manually-shifted car would be too difficult to operate. The original throttle pedal is still in place, however.

Bought as a 120,000 mile derelict with a bad transmission (a four-speed, that is), Steve set about creating the TR6 That Never Was. While restoring the dilapidated body and fitting a new interior kit and wooden dashboard from The Roadster Factory, he acquired a Triumph 2000 sedan (no easy task nowadays), from which to pinch the Borg Warner model A35 automatic transmission. Since Triumph components are well known for their interchangeability, he presumed that this would be a reasonably simple conversion.

Actually, it was for him, but would most likely be a real handful for the average spark-plug-and-oil-change car buff. He discovered that the 2000 sedan's motor tips 15 degrees or so to the right to clear the bonnet, and so the transmission's adaptor plate is configured as such to place the trans perfectly upright. This, then, does not allow it to be upright when fitted to a (vertical) TR6 motor. It obviously tips the trans 15 degrees to the left.

While fretting over this potential snafu, Steve realized that this was a blessing in disguise: if the trans was upright, instead of listing leftwards, it's pan would not clear the car's stock exhaust system! Presto - perfect fit!

The other fabrications to swap the transmissions were a spacer for the back of the crankshaft to mount a flex plate in place of the stock flywheel, a shortened driveshaft, and custom rear motor mounts. Other than that, it was all parts swapping, including the 2000 sedan shift linkage and lever assembly, fitted atop a plastic transmission tunnel from The Roadster Factory.

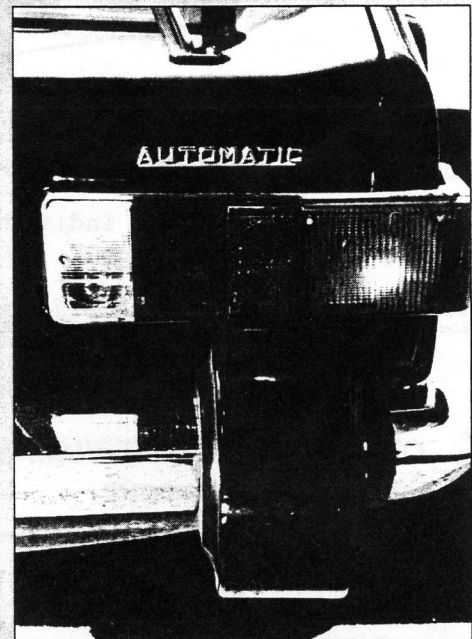
The conversion looks absolutely original. In the engine bay, the only



ABOVE: Steve Hedke with the unique car he built for his father.

RIGHT: There's a badge you won't see on many TR6s!

BELOW LEFT: Conversion to automatic trans is very professional and appears to be factory-built, using original Triumph sedan parts.



giveaway is the trans fluid dipstick; the shifter inside looks perfect, and the finishing touch was a discreet 'AUTOMATIC' badge from the 2000 sedan, over the right rear taillight.

To compensate for the power absorbed by the automatic 'box, Steve built the motor with hotter cams and a 9.75:1 compression ratio. Otherwise, it's all stock. On the road, it drives very sweetly, although lacking that lusty surge available with the four-speed, or the usual engine-braking. Racing brake linings have been fitted to cope with the extra stopping burden.

The original-option removeable hardtop makes the car snug and draft-free (and water-tight!) on the road, and the original French Blue is very striking, particularly with that extra painted surface area of the roof. When Steve pulled into our office parking lot, the car looked great, but *something* was missing. It had blackwall Michelin tires, and seemed to be *begging* for those original Redlines. A quick phone call to our friend, Doyle Killebrew, whose unique business, Mobile Tire Customizing (818/347-4514), has been featured in this magazine as well as countless others, solved our dilemma. We wanted to photograph the car in its best possible appearance, and those red lines were essential. An emergency appointment was made with Doyle, and less than an hour later, we were on our photo shoot, the TR6 resplendent with its Michelin 'Redlines'. Cost for four tires, incidentally, is about \$60 for club members.

While some purists will say this car was 'bastardized' with the auto trans, the real beauty in it is that it allows one lucky father to share his passion for British sports cars with his son!

The Ottawa Valley Triumph Club is comprised of approximately 65 members. The Club meets on the fourth Monday of each month at the Manordale Community Centre, Knoxdale and Carola (see map). Meetings include technical seminars, video presentations, restoration techniques and much more. The Club also publishes a monthly newsletter, *Overdrive*, which it distributed to members. *Overdrive* is also exchanged with newsletters from other clubs. The OVTC Executive at present is comprised of:

Clive Law
President
820-7350
fx:820-1288

John Day
Editor
723-9876

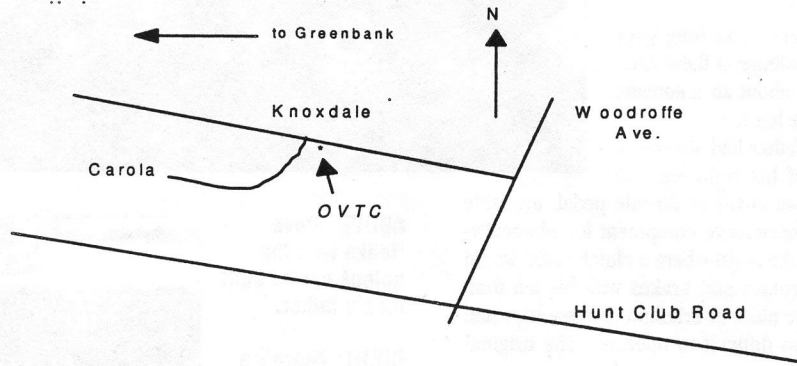
Martin Harasek
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David Huddleson
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Jane Benco
Treasurer
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Membership is open to all individuals and companies interested in Triumph sports cars. Membership is \$30.00 per year (June/June) per household and \$60 per year, corporate.

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



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