

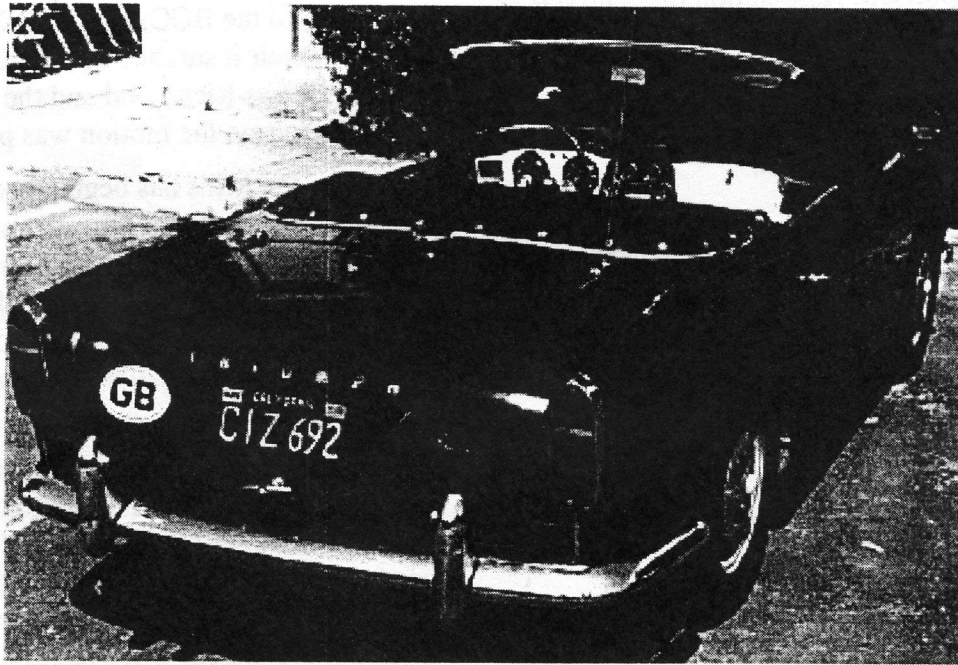


VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

March, 1996

Here's a Beauty!!



- *"The Little Red TR4A", by Pat Mills*
- *Guest Speakers Galore at February Meeting*
- *Plus much more!!*

Cover: Again, courtesy of the Internet, comes this picture of a sharp TR4 with California plates - that's the life!

Editor's Note: (Julio) - Well, folks. March came in like a lion - will it go out like a lamb? Sure hope so. I've had the urge to bring my car out from its hibernation for the past few weeks, but as we all know, TRs just have to *smell* salt and the body begins to look like Swiss cheese. "Patience, Julio - April is just a few weeks away" I say to myself. "You can handle it." I know what an addict feels like. I've got to have my fix NOW!! Addicts have support groups - so should we! Let's call it S.A.D.D. (Sportscar Association of Deprived Drivers).

But seriously - the good weather is around the corner, our cars will be out, and winter will just be a fading thought.

Editor's Note: (John) - The season hasn't even begun, and I've got my first repair to do - a leaky slave cylinder! I've been tempted a couple of times already to take my car around the block. One Saturday I let the car run for 30 minutes, then before shutting her off, I said "why not?" I get in, put my foot on the clutch, and it goes right to the floor! "That's why not?" Figures!

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February 26 meeting:

We had another strong turnout for the February meeting, which is what it's all about. We had a lot to cover that evening, so Clive

got right down to business. The first item was to introduce a prospective member - **Geoff Van Der Lee**. Geoff bought himself a 1970 TR6 last fall, and is looking forward to a fun-filled season ahead. There won't be a summer like this one in Ottawa for some time, either!

We had an executive meeting the previous Friday, so Clive gave a summary of what transpired. Firstly, Clive raised the motion of the OVTC renewing its membership in the **BCC** (British Car Council). Apart from acting as a hub for all the various British car clubs in Ontario, the BCC acts as our voice against all the rumoured legislation which would restrict our cars from the roads. By belonging to the BCC, the OVTC also gets access to their insurance coverage for our shows, such as Richmond and the Classic. Needless to say, the motion was passed.

Secondly, Pat Mills has begun assembling a **calendar of events** for the upcoming season (they were on display at the February meeting). Once we're confident all dates are confirmed and added to the calendar, the pages will be included with this and future newsletters as the season progresses.

Next, Clive reported on the upcoming **Dart Tournament**. Clive has contacted 18 local clubs, so there should be plenty of good competition. The VW club has even called Clive a couple of times to badger him into getting it organized! Clive has contacted a number of Automotive suppliers and service companies, so there will be all sorts of gifts and prizes.

The next thing on the agenda was this year's **Richmond Classic Car show**. We've had two shows of our own now since taking over for John & Evelyn Carr, and although the butterflies in our stomachs aren't as big as they were that first year, there's still a lot of work to do before and during the show. As Mike Stapleton is unable to chair the committee this year due to work obligations,

Dave Snasdell-Taylor has agreed to skipper the event. The key to last year's success was, in my view, the volunteer effort from our whole club. Everyone pulled together as one and, despite the heat and sun, some members even volunteered for a second shift. One suggestion made at the meeting then was to provide some shelter at the gates. We'll also try to get the exhibition buildings for our vendors. Kim Chevalier of KDC Ventures, our favourite regalia vendor, nearly fried to a crisp last year.

Next came this year's big event - the **Canadian Classic**. This was a big part of the meeting because, let's face it, this will be the highlight of the season for Ottawa. The details of each planned event is too much for me to report on at this one time, but the list of planned events is as follows:

A gymkhana; Triumph Olympics; the "Get Lost in the Gatineaus" Rally; picnic lunch in the Gatineaus; a double-decker bus Pub Crawl; a Boat Cruise on the Ottawa River; the Concours D'Elegance and Awards Dinner.

A unique item planned for the event is a *Passport*. The idea is that the holder will get their passport stamped for each event entered (Pub crawl, River cruise, etc.). The passports will also be numbered for prize draws. More details on the Classic will come in next month's issue.

Guest Speakers for February:

Attendees at the February meeting were in for a double treat that night, as we were fortunate to have two (count 'em!) speakers:

Our first speaker was **Peter Stevens** from **Valley Hardware**, one of our corporate members. Peter led us on a fascinating journey into the world of nuts, bolts and screws, or what he prefers to call 'threaded fasteners' (I like that!). We tend to take these

fasteners for granted, but Peter helped shed some light on many things. There were several technical terms applied to the use of fasteners; things like "pre-load", and "clamp load". The ultimate message from Peter is that the fastener should be suited to its intended purpose. He says the common thing to do nowadays on classic cars is to substitute the old rusty nuts & bolts for stainless steel. For cars that rarely if ever see rain (let alone salt and snow), this isn't worth the extra expense. The less costly plated bolts will do the same job, and will come undone easily when desired.

Peter said that one disturbing use of stainless hardware is in engine head assemblies (mostly by Chevy & other show cars). While some 85% of all automotive fasteners are 'non-critical' (ie. don't require specific torquing), head bolts obviously require specific tolerances for their purposes. What makes the use of stainless steel so serious is the behaviour of the different materials in bolts: when you tighten a bolt, it 'stretches'; that is, it acts as though 'elastic'. It will do this until it reaches a point where it becomes 'plastic', and breaks or shears. Stainless steel is a harder material and so is less 'elastic'. It does not behave like the original bolts and may have serious results. Peter says that while the engines using these bolts look nice, he wouldn't want to be standing beside one as it's revved up!



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Our second speaker was **Bruce Barnes**. Bruce was the previous owner of Derek

Holbeche's GT6, and was also a member of the previous Ottawa Triumph Club, back in the 1970's. Bruce bought his 1970 GT6 in 1973, then modified the chassis, body and engine for some serious competition. He brought along 3 pewter plates for '1st in Class' which he won in 1978 (Julio was admiring them for his basement Triumph trophy corner). I've asked Bruce to write a description of those halcyon days for an upcoming newsletter.

Our thanks to both Peter and Bruce for coming out and speaking to us - Cheers!!

We had a second **Raffle** between speakers at the February meeting. Up for grabs this time was a copy of 'The Illustrated Triumph Buyer's Guide', courtesy of Gord Robertson. I'm sorry but I didn't happen to notice who won this book (a very good descriptive guide for the various models). I'll try to pay better attention at next month's meeting.

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Triumphs on the Internet:

I've just discovered a new site that's pretty interesting - it's the National Motor Museum at Beaulieu, in England. For those of you out there on the 'Net, it's address is:

<http://www.itl.net/features/nmm/index.html>

There's all sorts of good things there, including an alphabetical listing of all the cars in the collection (some 300+), as well as links to other websites, car museums, etc. It's the next best thing to being there, and takes

me back to last September's visit. There seems to be something new on sports cars each week.

The Ultimate Fun Run:

I've written to our German adventurers to see if they'll try and attend the Classic in July. I certainly hope so, since they'll be so close as it is. It would be a shame for them not to be able to attend an event like this in Canada, and it would be more of a shame if we didn't have them appear. I've written to Rainer, the person who contacted us. No reply as yet. Keep your fingers crossed.

Another "Body-off Club" Member:

I should add that **Randy Hildebrandt** has been rebuilding his TR6 over the winter, so there'll be a couple sparkling clean cars come spring. As those who attended the meeting out at Randy's 'office' at the RCMP hangar will recall, the various facilities for helicopter repair and restoration are ideally suited to rebuilding a TR, and Randy's been making good use of them. At this point, he's completed the chassis, installing all new brake lines and such. The drive train is being mounted to the chassis shortly.

"The little Red TR4A"

(Why Doc Mills knows so much about Triumphs) - by Pat Mills

Once upon a time, back in 1965, Doc and the Mrs. owned a VW beetle. This little car once very trustworthy had developed a particular tick. It would very often only start if parked on top of a hill. One then had to push hard with one's foot out the door, quickly popping the clutch as speed built up. Much trouble-shooting proved useless and it was not always easy to find an appropriate hill. Something had to be done! Doc decided this was his excuse to get the sports car of his dreams. A visit to Carling Motors, the

VW and Triumph dealer, seemed appropriate.

Carling Motors asked to take the VW for a spin to establish a trade-in value while Doc and the Mrs. took a new Triumph for a test drive. No accompanying salesman - there wasn't room. Doc and the Mrs. just had to enjoy the drive and pray hard the VW would start this once. Off down Carling Avenue they zoomed for the race circuit surrounding the BNR property - the perfect place to put the little car through it's paces.

The VW had started. Carling Motors would give Doc a trade-in of \$900. A shiny new red TR4A cost \$2,400. A deal was made. This was their new car, their only car. Few people could afford two cars in those days.

The little red car was driven every day, back and forth to work, to the shopping centre, to the grocery store, on Sunday afternoon drives in the country.

The first chance they got, one sunny warm Sunday, with top down, Doc and the Mrs. were off for a drive in the country. Having money for gas, but not for lunch, they packed the latter planning to stop along the way for a picnic. Heading out towards Smith's Falls they tired of the main roads and took what looked like an interesting turn to the left. Passing a quaint little farm house, the farmer and his wife, each gave them a wave. Of course Doc and the Mrs. waved back. Suddenly, they found themselves at a dead end in the barnyard. Nothing to do but back up, turn around and back down the road they flew. Again the farmer waved, his wife waved, and of course, Doc & the Mrs. waved back.

Summers were fun in the little red car. A trip to Newfoundland found it packed tight with camping gear. A day was spent in Fredericton, New Brunswick, however, awaiting repairs for a broken crankshaft pulley. One was eventually cannibalized from a car under repair at the time. A trip to Mosport meant a chance to for a spin around the track after the races. Often it was over to the British Hotel in Aylmer for

club meetings, where the slogan was "two quick beers and I'll race you to the bridge". At midnight it could be found, sitting in Nowhere, Quebec, at a check point for a rallye. On one lazy Sunday afternoon drive the little red car realized the participants of a rallye were beginning to follow and it wasn't even in the rallye. What fun that proved to be!

Problems, there were always problems! Overheating in summer was remedied with an oil cooler, which in winter had to be covered with a sheet of cardboard. One morning, while vying for position on the Queensway with a Cooper S, a Sunbeam and a Healey, the cardboard and oil cooler parted company. The result - oil starvation to the #1 big end bearing. The little red car needed a bearing replacement. Later, while careening down an off ramp on the same race strip, the little red car was faced with a sea of water - a sewer drain was blocked. A new fan blade had to be installed.

An ignition problem required an electronic ignition system. After all, the electronic ignition system is what Doc wrote his thesis on in college. One day, twenty miles west of Perth, the system failed. Doc was forced to hitch-hike to Canadian Tire, buy a new coil and make repairs on the side of the road.

Also, 42-spoke wire wheels were not made for this country. The little red car spent much time at Manotick Motors having it's spokes "tweaked".

Winters proved to be the most challenging. At minus 40, the poor little car resembled an ice cube, it's tires frozen in place. What, oh what, was it doing in Ottawa! When finally freed from their position, the tires were shaped like "D's". It provided an interesting ride home to the warmth of a snug garage.

Studded tires were the winter tire of choice. Little imagination is needed to realize what happens to a fender when a stud lets loose from a tire at speed (yes it did happen!). Doc figured studded tires relieved him of snow shoveling duty. One night, with a storm forecasted, the little red car was

backed into the garage as far as possible for a running start. Next morning, studded tires tearing gouges in the cement floor, it careened out the door. Half way down the drive, snow building up underneath, the little red car tobogganed to the right and got hung up. Much shoveling was in order.

That little red car made a great toboggan. Either the roads were not plowed as well back then or the car was just too low to the ground. Doc & the Mrs. often found themselves hung up. The routine was always the same: the Mrs. got behind the wheel while Doc pushed. To this day, she doesn't understand how the rear tire managed to run over Doc's toes!

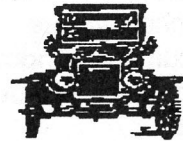
Flat tires also proved to be interesting experiences. One well-remembered flat occurred in December on an exposed Hwy. 401 overpass, the wind whipping off Lake Ontario, the trunk full of luggage and gaily wrapped Christmas presents. Well, you get the picture!

Doc's mother-in-law always referred to the little red car as "the greedy-gut's car". When she came to visit, space was at a premium. Mother-in-law got the passenger seat while the Mrs. curled herself onto the back ledge around the roll bar.

The Mrs. often drove the little red car. One warm August afternoon, while on the way to an appointment, top down, hair flying in the breeze, the Mrs. motored past the fire hall. The firemen reclining on chairs enjoying the sun waved and whistled. The Mrs. should've stopped and stepped out. A few weeks later, at 4 in the morning, the little red car had the ultimate excuse for running a red light - a baby was about to be born.

By late 1968, the little red car was still the family grocery-getter with 100,000 miles on the odometer and rust attacking every crevice. The family now included Doc, the Mrs., a baby and a dog. Infant seats not yet required, mom's lap was the seat of choice for the baby, the dog under her legs on the floor. Where to put the baby supplies? Something had to be done!

January, 1969. The family went car shopping. Carling Motors were now dealers for Mercedes-Benz, Volvo and Triumph. They didn't buy a Mercedes! Volvos cost \$3,500. The much-loved, much-driven little red car had a trade-in value of \$1,470. A deal was struck. A new chapter had begun.



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If it ain't Broke, We won't Fix it.

(Between Ossington and Cameron)

Oil Drips (by Julio):

- Mike Crawford's bodyshell should be ready soon, we hope. Doc Mills is completing the rolling chassis, so the body can go right back in place.
- Heard that Jeff Threader is going to get his Spitfire on the road this year. Give him a push, Malcolm!
- Martin, our vice president, is back from a month-long holiday in Austria. Did he bring back any more goodies for his TR6? (as if it needs any more!).
- I'm running out of info on what is going on out there with our club. We need your input on what you're up to with your cars. Call me with details - Julio (727-8113).

Classified:

- Nothing to speak of yet - let's see what happens once everyone tries to start their cars in a couple of weeks, eh?!

Next Month:

- Dart Tourney results.
- Our TRs come out for the April meeting?!
- Lots more!

1972 TRIUMPH TR6
 CCT5001
 6 cyl., in-line, OHV
 74.7mm (2.94")
 95 mm (3.74")
 263 sq. cm (40.7 sq. in.)
 2498 cc (152 cu. in.)
 7.5:1
 (cold) 0.25 mm (.010")
 Inlet, exhaust equally open at T.D.C.
 106 BHP/4900 RPM
 0.4 mm (.015") dwell angle 34-38 deg
 Champion N12Y
 0.63 mm (.025")
 1-5-3-6-2-4
 10 degrees B.T.D.C.
 13.5 gallons (51 liters)
 9.64 pints (4.52 liters)
 2.4 pints (1.13 liters)
 4.2 pints (2.0 liters) w/overdrive
 3.0 pints
 13.2 pints (6.2 liters)
 12 ft. 11 in. (3937 mm)
 4 ft. 10 in. (1470 mm)
 4 ft. 2 in. (1270 mm)
 2280 lbs. (1034 kg)
 2390 lbs. (1084 kg)
 4 forward ratios, one reverse;
 synchromesh, all forward ratios
 4th: 1.00, 3rd: 1.33, 2nd: 2.01,
 1st: 3.14, Reverse: 3.22
 4th: 3.70, 3rd: 4.92, 2nd: 7.44,
 1st: 11.62, Reverse: 11.9
 A-type Laycock, 2nd, 3rd, 4th gears:
 0.82:1 Ratio
 Semi-floating axle shafts: Hypoid bevel
 gears
 3.7:1 (4.1:1 with overdrive option)
 7 ft. 4 in. (2240 mm)
 4 ft. 2 1/4 in. (1276 mm)
 4 ft 1 3/4 in. (1264 mm)
 6 in. (152 mm)
 33 ft. (10.1 meters)
 Rack and pinion,
 3 1/4 turns lock to lock
 Steel disc type (opt. center-lock wires)
 5 1/2" wide x 15 in. diameter
 185 SR-15 Pressure: front 20 lb./sq. in.,
 rear 24 lb./sq. in.

1973 EQUUMPH TR6
 CF1
 6 cyl., in-line, OHV
 74.7mm (2.94")
 95 mm (3.74")
 263 sq. cm (40.7 sq. in.)
 2498 cc (152 cu. in.)
 7.5:1
 (cold) 0.25 mm (.010")
 Inlet, exhaust equally open at T.D.C.
 106 BHP/4900 RPM
 0.4 mm (.015") dwell angle 34-38 deg
 Champion N12Y
 0.63 mm (.025")
 1-5-3-6-2-4
 12 degrees B.T.D.C.
 11.4 gallons (43 liters) *CURSE FELLOW*
 10.8 pints *TANK*
 2.4 pints (1.13 liters)
 3.2 pints (1.5 liters) w/overdrive
 2.7 pints
 13.2 pints (6.2 liters)
 12 ft. 11 in. (3937 mm)
 4 ft. 10 in. (1470 mm)
 4 ft. 2 in. (1270 mm)
 2280 lbs. (1034 kg)
 2390 lbs. (1084 kg)
 4 forward ratios, one reverse;
 synchromesh, all forward ratios
 4th: 1.00, 3rd: 1.33, 2nd: 2.01,
 1st: 3.14, Reverse: 3.22
 4th: 3.70, 3rd: 4.92, 2nd: 7.44,
 1st: 11.62, Reverse: 11.9
 J-type Laycock, 3rd, 4th gears:
 0.82:1 Ratio
 Semi-floating axle shafts: Hypoid bevel
 gears
 3.7:1
 7 ft. 4 in. (2240 mm)
 4 ft. 2 1/4 in. (1276 mm)
 4 ft 1 3/4 in. (1264 mm)
 6 in. (152 mm)
 34 ft. (10.4 meters)
 Rack and pinion,
 3 1/4 turns lock to lock
 Steel disc type (opt. center-lock wires)
 5 1/2" wide x 15 in. diameter
 185 SR-15 Pressure: front 20 lb./sq. in.,
 rear 24 lb./sq. in.

1974 TRIUMPH TR6
 CF12501
 6 cyl., in-line, OHV
 74.7 mm (2.94")
 95 mm (3.74")
 263 sq. cm (40.7 sq. in.)
 2498 cc (152 cu. in.)
 7.5:1
 (cold) 0.25 mm (.010")
 Inlet, exhaust equally open at T.D.C.
 101 BHP/4900 RPM
 0.4 mm (.015") dwell angle 34-38 deg
 Champion N9Y
 0.63 mm (.025")
 1-5-3-6-2-4
 10 degrees B.T.D.C.
 11.4 gallons (43 liters)
 10.8 pints
 2.4 pints (1.13 liters)
 3.2 pints (1.5 liters) w/overdrive
 2.7 pints
 13.2 pints (6.2 liters)
 13 ft. 6 1/8 in. (4118 mm)
 4 ft. 10 in. (1470 mm)
 4 ft. 2 in. (1270 mm)
 2280 lbs. (1034 kg)
 2390 lbs. (1084 kg)
 4 forward ratios, one reverse;
 synchromesh, all forward ratios
 4th: 1.00, 3rd: 1.39, 2nd: 2.10,
 1st: 2.99, Reverse: 3.37
 4th: 3.70, 3rd: 5.13, 2nd: 7.77,
 1st: 11.08, Reverse: 12.47
 J-type Laycock, 3rd, 4th gears:
 0.82:1 Ratio
 Semi-floating axle shafts: Hypoid bevel
 gears
 3.7:1
 7 ft. 4 in. (2240 mm)
 4 ft. 2 1/4 in. (1276 mm)
 4 ft 1 3/4 in. (1264 mm)
 6 in. (152 mm)
 34 ft. (10.4 meters)
 Rack and pinion,
 3 1/4 turns lock to lock
 Steel disc type
 5 1/2" wide x 15 in. diameter
 185 SR-15 Pressure: front 20 lb./sq. in.,
 rear 24 lb./sq. in.

1975 TRIUMPH TR6
 CF35001
 6 cyl., in-line, OHV
 74.7 mm (2.94")
 95 mm (3.74")
 263 sq. cm (40.7 sq. in.)
 2498 cc (152 cu. in.)
 7.5:1
 (cold) 0.25 mm (.010")
 Inlet, exhaust equally open at T.D.C.
 101 BHP/4900 RPM
 0.4 mm (.015") dwell angle 34-38 deg
 Champion N9Y
 0.63 mm (.025")
 1-5-3-6-2-4
 10 degrees B.T.D.C.
 11.4 gallons (43 liters)
 10.8 pints
 2.4 pints (1.13 liters)
 3.2 pints (1.5 liters) w/overdrive
 2.7 pints
 13.2 pints (6.2 liters)
 163.6 in. (4155 mm)
 4 ft. 10 in. (1470 mm)
 4 ft. 2 in. (1270 mm)
 2438 lbs. (1106 kg) *RUBBER BUMPER*
 2624 lbs. (1190 kg) *+*
 4 forward ratios, one reverse;
 synchromesh, all forward ratios
 4th: 1.00, 3rd: 1.39, 2nd: 2.10,
 1st: 2.99, Reverse: 3.37
 4th: 3.70, 3rd: 5.13, 2nd: 7.77,
 1st: 11.08, Reverse: 12.47
 J-type Laycock, 3rd, 4th gears:
 0.82:1 Ratio
 Semi-floating axle shafts: Hypoid bevel
 gears
 3.7:1
 7 ft. 4 in. (2240 mm)
 4 ft. 2 1/4 in. (1276 mm)
 4 ft 1 3/4 in. (1264 mm)
 6 in. (152 mm)
 34 ft. (10.4 meters)
 Rack and pinion,
 3 1/4 turns lock to lock
 Steel disc type
 5 1/2" wide x 15 in. diameter
 185 SR-15 Pressure: front 20 lb./sq. in.,
 rear 24 lb./sq. in.

1976 TRIUMPH TR6
 CF500001
 6 cyl., in-line, OHV
 74.7 mm (2.94")
 95 mm (3.74")
 263 sq. cm (40.7 sq. in.)
 2498 cc (152 cu. in.)
 7.5:1
 (cold) 0.25 mm (.010")
 Inlet, exhaust equally open at T.D.C.
 101 BHP/4900 RPM
 0.4 mm (.015") dwell angle 34-38 deg
 Champion N9Y
 0.63 mm (.025")
 1-5-3-6-2-4
 10 degrees B.T.D.C.
 11.4 gallons (43 liters)
 10.8 pints
 2.4 pints (1.13 liters)
 3.2 pints (1.5 liters) w/overdrive
 2.7 pints
 13.2 pints (6.2 liters)
 163.6 in. (4155 mm)
 4 ft. 10 in. (1470 mm)
 4 ft. 2 in. (1270 mm)
 2438 lbs. (1106 kg)
 2624 lbs. (1190 kg)
 4 forward ratios, one reverse;
 synchromesh, all forward ratios
 4th: 1.00, 3rd: 1.39, 2nd: 2.10,
 1st: 2.99, Reverse: 3.37
 4th: 3.70, 3rd: 5.13, 2nd: 7.77,
 1st: 11.08, Reverse: 12.47
 J-type Laycock, 3rd, 4th gears:
 0.82:1 Ratio
 Semi-floating axle shafts: Hypoid bevel
 gears
 3.7:1
 7 ft. 4 in. (2240 mm)
 4 ft. 2 1/4 in. (1276 mm)
 4 ft 1 3/4 in. (1264 mm)
 6 in. (152 mm)
 34 ft. (10.4 meters)
 Rack and pinion,
 3 1/4 turns lock to lock
 Steel disc type
 5 1/2" wide x 15 in. diameter
 185 SR-15 Pressure: front 20 lb./sq. in.,
 rear 24 lb./sq. in.

DESCRIPTION	1968 TRIUMPH TR250	1969 TRIUMPH TR250	1970 TRIUMPH TR6	1971 TRIUMPH TR6
FIRST COMMISSION NO.	CD1	CC50001	CC50001	CC58298
ENGINE:	6 cyl., In-line, OHV 74.7mm (2.94")	6 cyl., In-line, OHV 74.7mm (2.94")	6 cyl., In-line, OHV 74.7mm (2.94")	6 cyl., In-line, OHV 74.7mm (2.94")
Cylinder Bore	95 mm (3.74")	95 mm (3.74")	95 mm (3.74")	95 mm (3.74")
Crankshaft Stroke	263 sq. cm (40.7 sq. in.)	263 sq. cm (40.7 sq. in.)	263 sq. cm (40.7 sq. in.)	263 sq. cm (40.7 sq. in.)
Piston Area	2498 cc (152 cu. in.)	2498 cc (152 cu. in.)	2498 cc (152 cu. in.)	2498 cc (152 cu. in.)
Cubic Capacity	8.5:1	8.5:1	8.5:1	8.5:1
Compression Ratio	(cold) 0.25 mm (.010")	(cold) 0.25 mm (.010")	(cold) 0.25 mm (.010")	(cold) 0.25 mm (.010")
Valve Rocker Clearance	Inlet, exhaust equally open at T.D.C.	Inlet, exhaust equally open at T.D.C.	Inlet, exhaust equally open at T.D.C.	Inlet, exhaust equally open at T.D.C.
Valve Timing				
Horsepower	111 BHP/4500 RPM	104 BHP/4500 RPM	104 BHP/4500 RPM	104 BHP/4500 RPM
IGNITION SYSTEM:	0.4 mm (.015") dwell angle 34-38 deg Champion N12Y	0.4 mm (.015") dwell angle 34-38 deg Champion N12Y	0.4 mm (.015") dwell angle 34-38 deg Champion N12Y	0.4 mm (.015") dwell angle 34-38 deg Champion N12Y
Contact Breaker Gap	0.63 mm (.025")	0.63 mm (.025")	0.63 mm (.025")	0.63 mm (.025")
Spark Plugs	1-5-3-6-2-4	1-5-3-6-2-4	1-5-3-6-2-4	1-5-3-6-2-4
Spark Plug Gap	10 degrees B.T.D.C.	10 degrees B.T.D.C.	10 degrees B.T.D.C.	10 degrees B.T.D.C.
Fitting Order	(idle: 4 degrees A.T.D.C.)	(idle: 4 degrees A.T.D.C.)	(idle: 4 degrees A.T.D.C.)	(idle: 4 degrees A.T.D.C.)
Ignition Timing (Static)				
CAPACITIES:				
Fuel Tank	13.5 gallons (51 liters)	13.5 gallons (51 liters)	13.5 gallons (51 liters)	13.5 gallons (51 liters)
Engine Sump	9.64 pints (4.52 liters)	9.64 pints (4.52 liters)	9.64 pints (4.52 liters)	9.64 pints (4.52 liters)
Gearbox	2.4 pints (1.13 liters)	2.4 pints (1.13 liters)	2.4 pints (1.13 liters)	2.4 pints (1.13 liters)
Rear Axle	4.2 pints (2.0 liters) w/overdrive	4.2 pints (2.0 liters) w/overdrive	4.2 pints (2.0 liters) w/overdrive	4.2 pints (2.0 liters) w/overdrive
Cooling System	1.8 pints (0.85 liters)	1.8 pints (0.85 liters)	1.8 pints (0.85 liters)	1.8 pints (0.85 liters)
EXTERIOR DIMENSIONS:	13.2 pints (6.2 liters)	13.2 pints (6.2 liters)	13.2 pints (6.2 liters)	13.2 pints (6.2 liters)
Overall Length	12 ft. 9 5/8 in. (3902 mm)	12 ft. 11 in. (3937 mm)	12 ft. 11 in. (3937 mm)	12 ft. 11 in. (3937 mm)
Overall Width	4 ft. 10 in. (1470 mm)	4 ft. 10 in. (1470 mm)	4 ft. 10 in. (1470 mm)	4 ft. 10 in. (1470 mm)
Overall Height	4 ft. 2 in. (1270 mm)	4 ft. 2 in. (1270 mm)	4 ft. 2 in. (1270 mm)	4 ft. 2 in. (1270 mm)
APPROXIMATE WEIGHT:				
Dry (No Optional Equip.)	2160 lbs. (983 kg)	2280 lbs. (1034 kg)	2280 lbs. (1034 kg)	2280 lbs. (1034 kg)
Complete With Fluids	2270 lbs. (1034 kg)	2390 lbs. (1084 kg)	2390 lbs. (1084 kg)	2390 lbs. (1084 kg)
GEARBOX:				
Type	4 forward ratios, one reverse: synchronmesh, all forward ratios	4 forward ratios, one reverse: synchronmesh, all forward ratios	4 forward ratios, one reverse: synchronmesh, all forward ratios	4 forward ratios, one reverse: synchronmesh, all forward ratios
Ratios to 1	4th: 1.00, 3rd: 1.33, 2nd: 2.01, 1st: 3.14, Reverse: 3.22	4th: 1.00, 3rd: 1.33, 2nd: 2.01, 1st: 3.14, Reverse: 3.22	4th: 1.00, 3rd: 1.33, 2nd: 2.01, 1st: 3.14, Reverse: 3.22	4th: 1.00, 3rd: 1.33, 2nd: 2.01, 1st: 3.14, Reverse: 3.22
Overall Ratios	4th: 3.70, 3rd: 4.92, 2nd: 7.44, 1st: 11.62, Reverse: 11.9	4th: 3.70, 3rd: 4.92, 2nd: 7.44, 1st: 11.62, Reverse: 11.9	4th: 3.70, 3rd: 4.92, 2nd: 7.44, 1st: 11.62, Reverse: 11.9	4th: 3.70, 3rd: 4.92, 2nd: 7.44, 1st: 11.62, Reverse: 11.9
Overdrive	A-type Laycock, 2nd, 3rd, 4th gears: 0.82:1 Ratio	A-type Laycock, 2nd, 3rd, 4th gears: 0.82:1 Ratio	A-type Laycock, 2nd, 3rd, 4th gears: 0.82:1 Ratio	A-type Laycock, 2nd, 3rd, 4th gears: 0.82:1 Ratio
REAR AXLE:				
Ratio	Semi-floating axle shafts: Hypoid bevel gears 3.7:1 (4.1:1 with overdrive option)	Semi-floating axle shafts: Hypoid bevel gears 3.7:1 (4.1:1 with overdrive option)	Semi-floating axle shafts: Hypoid bevel gears 3.7:1 (4.1:1 with overdrive option)	Semi-floating axle shafts: Hypoid bevel gears 3.7:1 (4.1:1 with overdrive option)
CHASSIS:				
Wheelbase	7 ft. 4 in. (2240 mm)	7 ft. 4 in. (2240 mm)	7 ft. 4 in. (2240 mm)	7 ft. 4 in. (2240 mm)
Track—Front	4 ft. 1 1/4 in. (1251 mm)	4 ft. 2 1/4 in. (1276 mm)	4 ft. 2 1/4 in. (1276 mm)	4 ft. 2 1/4 in. (1276 mm)
Track—Rear	4 ft 3/4 in. (1239 mm)	4 ft 1 3/4 in. (1264 mm)	4 ft 1 3/4 in. (1264 mm)	4 ft 1 3/4 in. (1264 mm)
Ground Clearance	6 in. (152 mm)	6 in. (152 mm)	6 in. (152 mm)	6 in. (152 mm)
Turning Circle	33 ft. (10.1 meters)	33 ft. (10.1 meters)	33 ft. (10.1 meters)	33 ft. (10.1 meters)
Steering Unit	Rack and pinion, 3 1/4 turns lock to lock	Rack and pinion, 3 1/4 turns lock to lock	Rack and pinion, 3 1/4 turns lock to lock	Rack and pinion, 3 1/4 turns lock to lock
WHEELS:				
Size	Steel disc type (opt. center-lock wires) 4 1/2" wide x 15 in. diameter	Steel disc type (opt. center-lock wires) 5 1/2" wide x 15 in. diameter	Steel disc type (opt. center-lock wires) 5 1/2" wide x 15 in. diameter	Steel disc type (opt. center-lock wires) 5 1/2" wide x 15 in. diameter
Tires	185 SR-15 Pressure: front 20 lb./sq. in., rear 24 lb./sq. in.	185 SR-15 Pressure: front 20 lb./sq. in., rear 24 lb./sq. in.	185 SR-15 Pressure: front 20 lb./sq. in., rear 24 lb./sq. in.	185 SR-15 Pressure: front 20 lb./sq. in., rear 24 lb./sq. in.

April 1996

S	M	T	W	T	F	S
	1	2	3	4	5	6
7	8	9	10	11	12 April 12 to 14 Ottawa Parts-O-rama Lansdowne Park Info: (613)824-7356	13
14	15	16	17	18 April 18-21 Carlisle PA, USA Spring Collector Car Flea Market	19	20
21 Ancaster Flea Market Ancaster Ont. T. T. C. Sponsored	22 OVTC Meeting 7:30 p.m.	23	24	25	26	27 Smith Falls, Ont. Antique Car Show and Flea Market 1 p.m. to 3:30 p.m.
28	29	30				

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 is 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

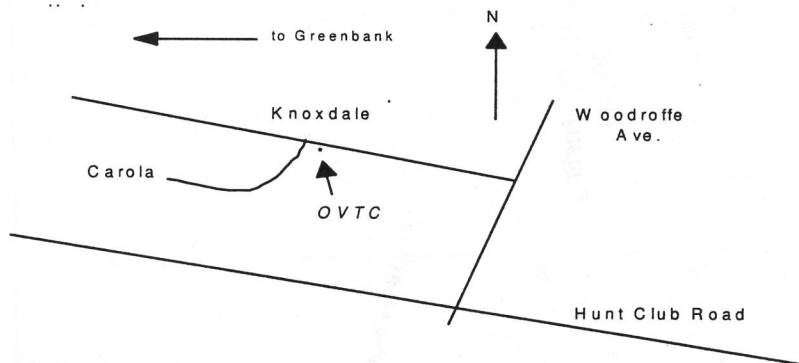
Martin Harasek
Vice-President
823-1276

David Huddleson
Membership
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Jane Benco
Treasurer
727-8113

Pat Mills
Regalia
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Julio Benco
Editor/Events
727-8113



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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)



OTTAWA VALLEY TRIUMPH CLUB
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