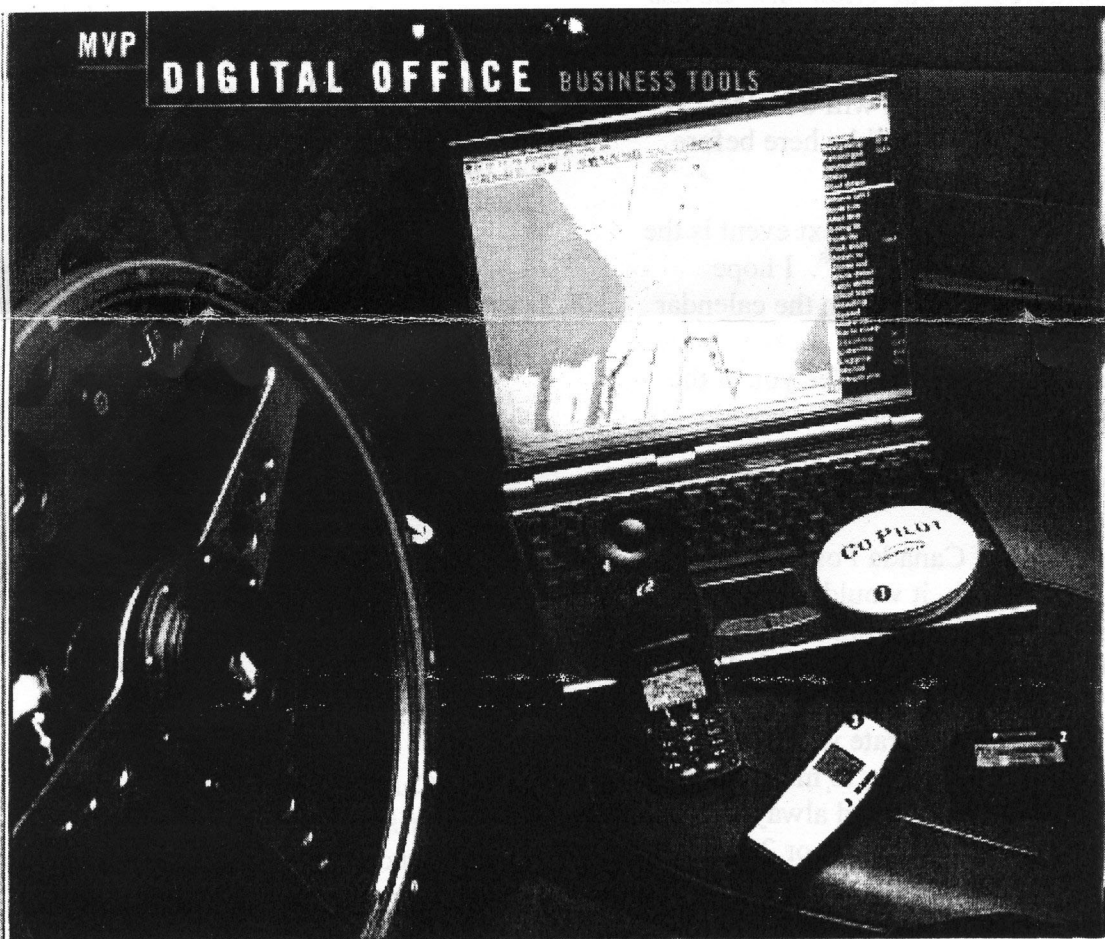




# VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

January, 1999



## A High-Tech Triumph!

- *A TR6 Clutch Tale or Two*
- *New Regalia – Lapel Pins and Name Badges!*
- *Plus much more!!*

*Cover: The picture for this issue comes from the latest issue of 'PC Computing' magazine. Notice the car these PC products are in?*

**NOTICE!! Next Meeting - January 25 '99**

**Message from the President:**

Happy New Year to all members of the OVTC and their families! I hope everyone had a good holiday season.

Here we are in January, and we have lots and lots of snow. We can finally go skiing while we wait for car season in the spring. I guess now is a good time to think about what parts need to be ordered for our Triumphs. Ed has a list of necessary parts for the GT6 and desirable parts for the TR4 that have been ordered. (Guess what parts will be added to which car first?) Spring will be here before we know it!

Monthly meetings aside, our next event is the Dart Tournament on March 13<sup>th</sup>. I hope everyone will mark that date on the calendar and come on out for some fun. Lots of prizes will be available, as always! See you at the next meeting.

**Busted!!**

The strange ways of Canada Post got the better of us last month, it would seem. When I took over the newsletter from Ed Kaye three months ago, he said that Canada Post had informed him that due to the irregular size of the newsletter, the rate would be double, or 90 cents per copy, to mail. I had thought this as odd, since I had always sent out our usual amount and only 1 or 2 would be returned in this fashion. Last month, however, about 30 newsletters got returned to me with a big rubber band around them. Perhaps it was the Christmas mail season that was to blame, but in the interest of ensuring speedy delivery I'll switch to using an envelope with the current distribution list. I'll still experiment with E-mailing the

newsletter in the next couple of weeks, so please bear with me. Thanks!

**Prospective New Member:**

One possible new member is John Neal. John is almost the owner of a 1962 TR3, and he's not sure yet if it's a 3A or a 3B. The reason is that John hasn't picked the car up yet - it's in his cousin's garage in Toronto, and John hasn't seen the car himself in around 16 years. John can tell this story better, but apparently this car has been in the possession of various members of John's family since the early 1960's. His brother tried to buy the car many years ago when a student, but was turned down because students need their money for other things. Now that John has bought it, his brother is mad because he never bothered to ask about the car again and has been beaten to the punch! John has already picked up the new Piggott book on the sidescreen cars while on a trip to the States, so he is anxious to have a look at the car in the spring. So are we!

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**December Xmas Party:**

Steve & Carol Bourne hosted the 1998 OVTC Christmas party in Carleton Place. It nearly passed for the BBQ party, it was so warm and dry (remember December? - it seems so long ago now). Derek & Isobel Holbeche even arrived in the Herald, the only Triumph to be there. Everyone else said their car was put away already. As always, "a good time was had by all", and the gift exchange/auction was a great success. Lori

would disagree, however, as Gord took her bottle of *Bailey's Irish Cream* in exchange for a copy of "*Old Car Trader*". Many thanks again go to Steve and Carol for having another onslaught of people to their place!

### January Meeting:

Kit Heathcote will be our guest speaker at the January 25th meeting, at the usual location on Knoxdale. For those new members who don't know or haven't yet met Kit, he is our Honorary member by virtue of his history with the Triumph marque, particularly his rallying days with Ken Richardson in the Competition Department of Standard-Triumph and with the newly-created TR2. At our 'movie night' last year, we were able to watch a Motor Heritage video of the 1954 Alpine Rally and listened as Kit described his experiences with Ken and the TR2 in one of the factory's earliest rallying events. Perhaps at a later meeting, we'll have an opportunity to see that and other films again.

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### Overdrive solenoid acting up?

Why not convert your TR to a 5-speed gearbox? A New Zealand company called *Conversion Components* offers a Toyota Supra 5-speed conversion package, including the Bell Housing kit complete with pilot bush & sleeve, bolts & dowels, Clutch fork, thrust bearing on carrier, clips and slave cylinder, Clutch plate (8"), speedometer cable and crossmember, all for NZ\$1,168. The Toyota gearbox is another NZ\$605, while the gearlever remote position change will cost

another NZ\$375, for a total of NZ\$2,148. Air freight & documentation will be another NZ\$298 while a close-ratio option gearbox is a further NZ\$180. This sounds like a lot, but the exchange per \$C is around 0.85, so take off 15%. What you must do for a 5th gear - shame Triumph didn't have that option back then!

### A TR6 Clutch Tale or Two

(by Hugh Barber with Commentary by Bob Lang, New England Triumphs)

Hi, Folks. A few weeks ago, I put a message on the Triumphs Internet E-mail list asking for recommendations for good machine shops in the San Jose, CA area and asking if anyone knew the specifics about the "magic Clutch" that TRF (The Roadster Factory) sells (since they are so circumspect about it and charge a small fortune for it, along with requiring you to completely replace all the parts internal to the bellhousing if you want it guaranteed). Anyway, I got some good messages, steering me to good machine shops, Thank You!, and some messages asking me to tell them if I found out the specifics re: the clutch. However, no messages with anything specific about TRF's clutch kit. I found this really strange - TR people are usually quite inquisitive by nature so I thought somebody surely would have taken the time to "reverse engineer" the kit contents - especially since TRF readily admits that the idea was not their own in the first place, but instead came from two gentlemen in Florida. Not being easily discouraged, and having free lunch hours to make long distance calls and burn the internet links, I decided to find out the answer. What follows is the compiled data from my study - I do not have any interests in any of the companies listed below.

1. Clutch Release Bearing (or Throwout Bearing): The bearing to use is the throwout bearing for a 1975-86 Toyota Landcruiser.

This bearing has a Beck-Arnley/Worldparts part number of 062-0898. Other part numbers it is listed under are "RCT52S", "RB-0203" and "046", but you can ask for a 1975-86 Landcruiser bearing and you will get the right part. It is a larger OD than the stock TR6 T/O bearing, but the ID is the same, so it presses onto the stock TR6 carrier/sleeve. Shop around for the best price, as prices can vary by source.

2. Clutch Pressure Plate: The pressure Plate to use is the SACHS pressure plate for a 1979-91 Saab 900 non-turbo 2-litre engine. This has a Sachs part number of SC436, and a Saab /Metrix parts number of 87-28-123. When you buy this make sure you are getting a Sachs part - Borg&Beck and Sachs were used interchangeably on the 900 series and the Saab part number does not distinguish between the two brands. If you get a B&B, you are most likely getting the same part you (most likely) just took off your TR6.

3. Clutch Friction Disk: There is no Sachs friction disk for a TR - the Saab has a different input shaft. Use any brand you want - as long as it's not Q-H (Q-H will probably work - they are just poor on quality control).

Additional hints I gathered:

1. Hone or machine an additional .010 to .020 of clearance off the inner bore of the throwout bearing sleeve. Apparently at higher temperatures, it has a tendency to stick. Also install it with some high-temp grease.

2. Drill a 5/16" hole at a 90 degree angle to the fork retaining pin (offset from the pin - you don't want to drill through it) through the fork and rod, and install a grade 8 bolt and nut as additional insurance from the pin breaking.

Well, that's it. I hope I didn't offend anybody - I was wondering if this info was like a Masonic oath or something.

*Hugh Barber, Santa Clara, CA.*

Addendum (Bob Lang):

I decided that I needed to do something about the bad throwout bearing on my '74 TR6 - this after less than 20k miles... granted, I had used the QH brand due to it being the only part available at the time that I had replaced by clutch... prevailing wisdom indicates that QH has quality control problems. I cannot speak for that, but I can say that mine croaked and way too early in my opinion. These throwout bearings should last more than 50k miles (as the originals did).

So, armed with the above information from Hugh Barber, I headed off to the local clutch place to try to figure out what I could come up with.

I purchased a Federal Mogul 96150 throwout bearing - cost was around \$50, and I got a remanufactured pressure plate from Borg-Warner, part number 98436 (ironically the plate was a Borg & Beck unit). I also picked up a remanufactured clutch disk from the same place. The parts total was around \$130, but that included a \$10 core charge for the pressure plate.

What I observed: the throwout bearing does look completely different from the stock unit. I installed the throwout bearing on the sleeve and measured things. The stock sleeve with the Toyota throwout bearing measures out to around one-eighth of an inch taller than the stock sleeve and the stock bearing. All set, I thought. Famous last words...

I went out to the car and tried to line up the pressure plate and clutch disk. It didn't fit! Darn. I really wanted to drive the car, so undaunted, I wound up installing a really strange combination: The Toyota throwout bearing, the stock pressure plate (I happened to have a Laycock unit laying around), and the stock clutch disk. I bolted everything up: fits like a champ and it works fine.

I then set out to figure out why the pressure plate did not fit. It turns out that I was the

victim of what appears to be a fluke. The pressure plate in the box was a 98430, not a 98436. The only difference was that the holes for the dowel pins that align everything were in the wrong place - off by about a half an inch or so. I brought it back to the clutch place, and we pulled out a few boxes and figured out what happened. Note: if you install your clutch pressure plate as defined in the Kastner TR6 competition manual these dowel pin holes do not matter and the 98430 would have worked despite it being the wrong part.

So, I wound up with a "magic clutch", and I was able to cobble together a clutch so I could start driving the car. Oh well.

As for the cross shaft and the clutch fork pin, I had previously drilled out my shaft for a quarter inch "rolled pin" some time ago. One thing about the stock clutch fork pin that I have observed: it looks like the threaded portion of the fork is drilled, and then tapped. After this operation is done, the hole that the shaft fits into is reamed out - no big deal. What I have observed is that on all the shafts that I have had to "remove" the interface between the shaft hole and the threaded pin hole has a pretty large burr... I believe that this burr "cuts into" the fork pin and eventually causes a stress fracture.

Some folks tack weld the fork to the shaft. This seems an excessive solution in that it makes the potential future task of taking the cross shaft out a daunting task indeed. I heartily recommend the roll pin method.

*Bob Lang, New England Triumphs*

When contacted for permission to use the article, Bob added the following report:

*I've now put about 5 or 6 thousand miles on the setup - it still works fine. Time will tell as to whether the T/O bearing holds out. It's not making any noise... yet.*

Bob sounds like the rest of us Triumph owners - a cautious optimist! JD

### More Regalia Developments:

Gord Robertson is pleased to report the arrival of OVTC lapel pins! The pins are similar in design to the logo on the 'O' in Overdrive, with a red-black shield on a white background, with gold lettering and border, and a white Peace Tower. These, plus the name badges Ed has prepared, will be available at the next meeting. The name tags are free, while the pin prices will be set when we've gotten the final bill with taxes. Gord is also investigating the possible return of our Grille badges. He has contacted the previous manufacturer in Kemptville, who is searching for the original mould. From there, they will be able to better determine what cost we're looking at. We'll all have new regalia to welcome the arrival of spring!

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### Rust: From the Top Down

(By Ed Kaye, Travel Reporter)

As is our nature whenever Vivien and I are in a location we haven't been to before we keep an eye out for vehicles of interest, not only Triumphs and classics, but we try to get an overall "feeling" for the transportation of choice in the far off and not so far off places.

One would think that the further south you go towards the warmer climates the more visible the classic-type vehicle would be; and this is true to some extent. Interestingly enough, what plagues us here in Ottawa is what plagues many areas in the south and deep south - RUST.

This problem is perhaps even more severe in the south than it is here in Ottawa. At least here we can avoid the rust problem by simply not driving our classics in the winter. Down south near the ocean and on islands there is no relief, the salt is in the air and attacks the vehicles from the top down, every minute of every day all year long.

This is perhaps why, on our latest trip, to the island of Aruba we saw only a TR6 (white with rust trim) and an MGB-GT. No other vehicles that we saw stand out in my mind as interesting, with the exception of a number of Harley Davidson motorcycles. (No, Viv would not let me rent one – helmet optional – damn!)

We did rent a Jeep however, actually a Suzuki Samurai, and at one point had to lift the hood for maintenance. That's a whole other story: the engine bay, firewall, fenders, everything was either rusted or decayed to some degree. Further scrutinizing of the body revealed rust at every joint and seam. Funny enough the strongest member of the Jeep was the frame, I suppose driving through the puddles has its benefits!

So, as you are sitting there, waiting for this winter to end, be thankful that come spring you will have a car coming out of storage in the same condition in which you put it away.

### **All Clubs Meeting, Dart Tournament, Etc.**

January 14 was the date for the All Clubs meeting, where the local car clubs get together as a group and inform everyone of their upcoming event dates. With this in hand, I'll have an Activity list for the next newsletter. Also, one event early on in the year is our Invitational Dart Tournament (consider reading this as your invitation!). Ed tells me he's found the perfect location (plenty of dart boards), and we'll confirm the date with the bar to make sure of all arrangements. Right now, we're looking at a

date of **Saturday, March 13**. Next month's newsletter will confirm all the particulars. I'll start contacting the vendors from last year for gifts (Moss Motors, TRF, and so on), so there will be plenty of good prizes. Check next month's newsletter for more details. This is a great way to meet members from the other car clubs, have a fun afternoon, and perhaps take home a nice prize, gift certificate, or perhaps a trophy. Ready to defend your championship, Kit?

Now that I have most of the main event dates for 1999, I'll begin compiling an Events Calendar so that everyone will know what's going on and when. The more notice given, the more members can come out to these shows!

### **Triumph Cars Mailing List**

I finally got around to subscribing to the Triumph Cars Mailing List, which is a forum for Triumph owners to generally converse with others via E-mail. It is a bit overwhelming as it averages about 40 e-mails per day (I had about 400 to sift through once I returned from Xmas holidays!). Occasionally there are some interesting items, such as the 5-speed gearbox information above. I'll keep my eye on it to pass along any useful stuff as I come across it.

### **'Canada GT Challenge' comes to Ottawa:**

At the All-clubs Meeting, the Motorsport Club rep said the GT Challenge races are looking good so far for this summer at the Corel Centre, but they would like to hear more from the various clubs, since club members are the likeliest attendees for this event. There will be some flyers at the next meeting. Remember – for each group of 4 tickets bought, there is an entry for a draw to win 12 seats in a private box for an Ottawa Senators game next season. The way the

Senators are playing this season, this becomes an even better prize. Call your friends!

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### Oil Drips – the OVTC Gossip Column:

- Not too much to talk about, now that the 'deep freeze' is upon us. One item: Gord showed me a real estate flyer he noticed for a house on Woodmount Crescent in the Meadowlands-Merivale area. He said he was harmlessly looking over various flyers when this one caught his eye: in the driveway of the house in the picture was a red, 1974 TR6 with twin fog lamps. I checked, and there is no member on that street, so this is a new car, to our knowledge. Any ideas?

### Classified:

- 1975 TR6. 76k miles. Off road since 1989 with electrical problem. Includes factory hard top, shop manuals and custom dustcover. Partially disassembled last year. Requires

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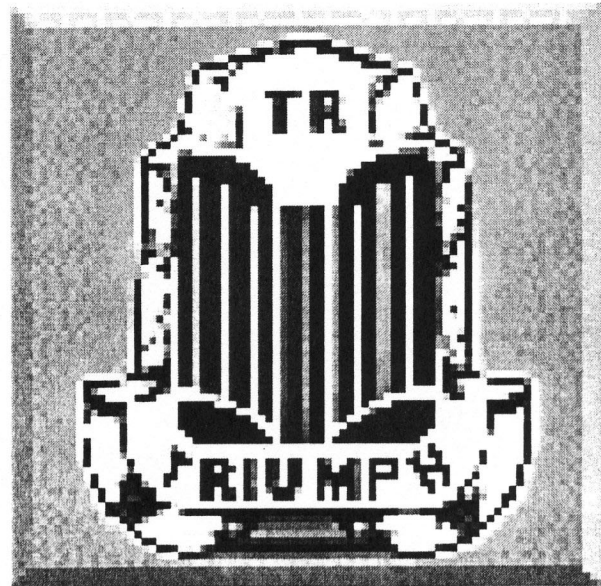


### Next Month:

- Details on the Dart Tournament
- Events & Dates for Summer 1999.
- More 'Oil Drips'.

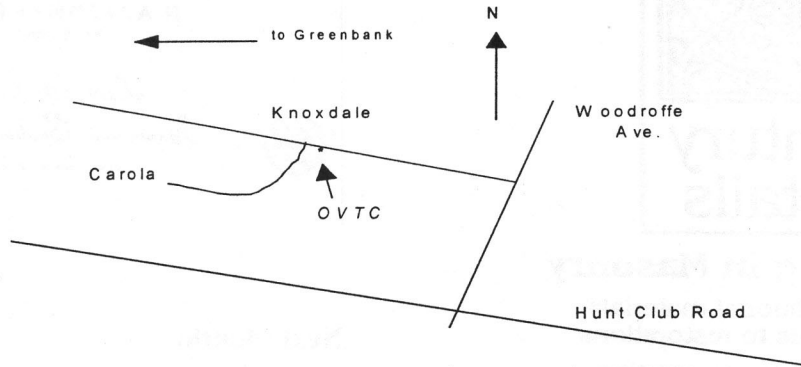
### Finally – Last one out is a ...

Well – who was the last one out, and on what date? I'm presuming it was Juliano, and at least on Christmas Day (wearing his Santa hat as he did one year, driving around in the 'Candycane'). I need witnesses!



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:

Vivien Kaye President / Treasurer 692-1880	Bob Thomas Vice-President 267-4561	David Huddleson Membership 822-1315	Gord Robertson Regalia 226-5033	John Day 723-9876 Editors Andrew Miller 591-3409	Steve Bourne 253-073 Events Jeff Paterson 839-2891
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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. **Please send membership application to:** OVTC c/o 5053 Limebank Road, Gloucester, Ontario K1X 1E8

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



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