



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

November 2004

Letter from the editor

Yes, it's that time of the year again. The Triumphs have been put to sleep for the winter and we're in withdrawal mode and in need of a moral boost. I survive the cold days of the season with memories of summer drives and enjoy the many photos I've taken during the summer. I'd like to share a few of my best ones with you. The photo 'Spitfire in the trees' was taken during a trip along some narrow, dusty country road. When I looked up to enjoy the fall foliage, I spotted the mirror above me, somewhat suspended within the canopy of leaves, and the reflection of the 'Firefly' bouncing back at me.



Club activities have slowed down but, by no means, have come to a halt. Don LeBlanc is making sure of that with talk of interactive club events, parties, meetings and talk of next years' adventures in Triumphs'.

Mike Graham surprised us all by purchasing a new Triumph, a 71 GT6. Congrats, Mike, I can't wait to see the new member of the family.

OVTC executive elections are on the agenda for November. They will be held at the next meeting on November, 23rd. Please refer to the event section for details. I hope to see many of you there.

Working with the executive, the past years has been a lot of fun and Triumph activities are always sure to brighten my days and remove some stress that daily lives presents. So, let's all go out and vote... Now, where have I heard this one before???



If you didn't attend the November meeting, you missed a great event. Thanks go to Louis Boucher for his great presentation and slide show of the restoration of his TR3. The evening and the continuing saga of the resurrection of the TR was enjoyed by all. As always, hearing Louis' and 'apple green's' story was informative, entertaining and a lot of fun.

Cheers, Liv.... [still driving, ignoring all signs of impending wintergloom and thoughts of hibernation]
All smiles.....

Letter from the president

We will be holding our elections for the club executive this month, so the November 23 meeting will be held at the Prescott Hotel instead of the Manordale community centre. We plan to start at 7:00 pm rather than the usual 7:30 so we aren't eating too late. The club will be paying for the food, but individual members will be responsible for their own drinks. We need your help to keep this club vibrant and growing, so come on out and volunteer for a position on the executive, or volunteer to organize an event next year or lead a meeting – whatever you can do to help. At least come out and vote and enjoy a fun evening with your fellow club members. The more involved people become, the more the club reflects the real needs of the members and the more fun and valuable it is for all of us.



Our good friend and mentor Brian Mills underwent heart surgery this month. I have been told that he is home and recovering well, but I'm sure I speak for everyone in saying that we are thinking of him and wishing him a speedy recovery. Pat asked me to pass on their thanks for the floral arrangement from the club and their appreciation for the kind words from everyone.

In lieu of a December meeting, we will be meeting on Tuesday December 14 at 7:00 pm for a Christmas dinner at the Royal Buffet Chinese restaurant at the corner of Hunt Club and Bank Street (2446 Bank). The cost will be \$15.58 / adult. This price includes the all you can eat buffet, plus your choice of non-alcoholic beverages and includes taxes and a tip. Children are a few dollars less. Alcoholic beverages are extra. We will be asking for people to RSVP to confirm the reservation so look out for that in your email.

We are starting to plan the Winter Bash at Tim and Sue Dyer's house for January 22. The event will be a pot luck as last year. If the weather cooperates, there will be plenty of outdoor activities for those so inclined, and a nice warm house and fun with friends all afternoon. More details will follow in the December newsletter, but mark your calendars for it now.

The on-line OVTC survey is finally ready to go. It is a bit later than planned due to some technical problems, but it is now ready for use. I ask everyone to please take a few moments before the November meeting to complete the survey form and let us know what you would like the club to be doing heading into 2005. We want and need your participation. The survey form is at: http://www.businessaccelerators.ca:1080/OVTC_survey.html

The working group planning an all-British car show met again on November 3. In addition to the clubs mentioned in last month's news letter that have signed on, we welcomed the Rolls-Royce folks to this meeting as well. Our request to the Billings Estate people was rejected a couple of weeks ago, so the discussion was mostly on securing a suitable venue for the event. At the meeting, we identified quite a few candidate locations, and actions were assigned to various members from the different clubs to investigate. We have approached the British High Commission asking for their help in securing a venue for this, and have confirmed they are looking at it, but no word yet on whether they will be able to help. One day this past week, the new events coordinator from the Jaguar club and I drove to look at one potential venue in Gatineau. Identifying a suitable location where we can do this remains the most critical item to get resolved before January. Our next meeting will be on December 1.

We have had a nice extended fall. The top is definitely up now, but there are still a few cars out there. We had quite a few intrepid members who drove their TRs to the October meeting, but it was getting pretty chilly for the drive home. I'm still hoping we'll see even just a few more driving days before being forced to put the car away until spring. I look forward to seeing you on November 23rd.

Cheers, Don LeBlanc

Letter to the editor

The Spitfire curse

Thanks to all for your concern regarding our perceived oil pressure problem on the Gatineau run. As it turned out, our educated guess (with fingers crossed) that the problem was a faulty sending unit was correct. Monday following, I was able to pick up a new oil pressure switch at a local auto parts store for \$5.99. When that proved to turn off the worrisome "too late" light I, proceeded to continue and carry out what had been for some time "a some- day" project - install oil pressure and ammeter gauges. After a couple of hours and a few fittings, the oil pressure gauge was up and reading 60 psi+. The ammeter required the assistance of an electrician's son and, a few days later, it too was indicating a positive result.

Thanks to Tim for a great article on the Gatineau run and to Louis for a wonderful day, roads, weather and

food. I hope all the spitfires are now up and running, but even that being the case, call me when you have an appointment with Madame X. Here are a couple of pictures of the gauge installation.

David Mc Naughtan



Hi Liv,

Thought the OVTC readers might enjoy this sign that we came across while on holidays in South Shields this summer.

Cheers, Roly Mailloux

New GT6 Mark III

by Michael Graham

Over the first couple of weeks of November, I made arrangements to buy a 71 GT6 and import it from New York State. Everything went smoothly enough, but there are several things you should be aware of if you plan to do the same thing. The most important is that the original ownership (or title) must be presented to US Customs at least 72 hours before the vehicle is exported from the States. This means that the current owner must take the original ownership to the closest border crossing. Since I was buying the car from someone just outside Buffalo, he took the ownership to the customs office closest to him. Unfortunately, the regulations also mean that you must export the car at that border crossing as well. For example, I could not do the paper work at Buffalo and then come home via New York State to Ogdensburg and cross there. Neither could the customs office in Buffalo do the paper work and fax it to some other border crossing. You must cross where the original documents are presented. The result was that we ended up driving through Toronto traffic on a Friday night at about 4:30 ... something that is not recommended!



Regulations in Canada are pretty straightforward. If the car is more than 15 years old, it is exempt from meeting current safety and emission standards (such as the need for daytime running lights and a speedometer with kilometres as the dominant numbers). Also, if the car is older than 25 years it is exempt from duty (cars manufactured in the States are exempt, but Triumphs manufactured in the United Kingdom would be subject to duty if not at least 25 years old). Age is determined not by model year but by date of manufacture. Canadian Customs charges GST on the purchase price converted to the equivalent price in Canadian dollars at the rate in effect on the day the car crosses the border. You then

pay PST when you register the vehicle in Ontario. Be aware, however. There is now a new regulation in effect in Ontario for all vehicles more than 20 years old. You must now pay PST on whichever amount is greater ... the bill of sale, the appraised value of the vehicle, or amount stated in your insurance policy as the replacement value. Therefore, if you buy a car for \$5000, but it is appraised and insured at \$6000, you must pay PST on \$6000.

Our *Damson Damsel* is a two-owner 1971 GT6 with 47,500 original miles. The previous owner had owned it since 1980 and put approximately 7,000 miles on the car. It has had no body work and is all original inside and out. It also came with almost a complete disassembled parts car and a selection of new parts in various cardboard boxes. Really no idea what parts we now have; however, there is a substantial pile in the back of the garage that needs sorting. One of my projects for the winter is to go through the boxes and make an inventory of everything ... some of the larger parts are doors, rear hatch, seats, engine, transmission, differential, and front and rear bumpers.

I hope that there will be a couple of days to get out for a drive this month ... otherwise, it is going to be a long wait till Spring!

" Horsepower is how fast you hit the wall. Torque is how far the wall moves after you hit it."

John Kearsley

Collector Car Auction in Monterey

This 1935 Duesenberg SJ Speedster sold at the Pebble Beach Auction for US \$ 4.455 million, the top price paid at any of the weekend auctions. Photo Perry Stern.



This 1966 Shelby 427 Competition Cobra sold for \$ 627,000 at the RM Sports and Classic Car Auction in Monterey. Photo Bruce Whitaker.



This 1966 Shelby Cobra Dragonsnake Race Car [back ground] was part of a group of 10 Shelby Cobras and Shelby Mustangs offered for auction at RM's Monterey Sports Car Auction. It sold for \$ 484,000. Photo Bruce Whitaker.

Electronic Fuel Injection

By Joe Curry

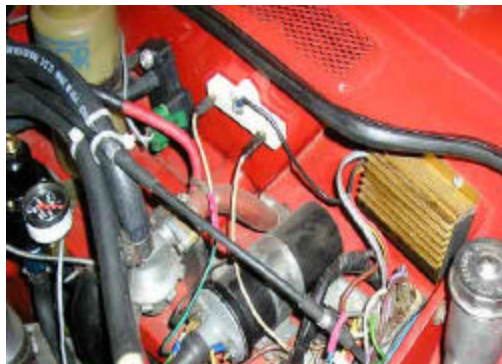


EFI update for Joe Curry's 63 Spitfire 4 (FC4505L)

These photos show the simple installation of a Simple Digital Systems [SDS] Electronic Fuel injection system in an early Spitfire 4.

The engine is a small bearing 1296 using a few choice performance modifications. The intake manifold was fabricated from aluminium tubing and flat stock with the flanges from a MK3 twin SU intake. The throttle body is from a 1500 Honda.

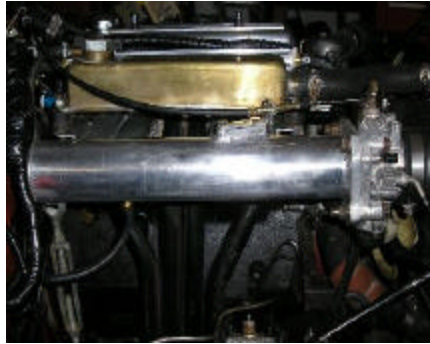
Timing is provided by a crank trigger consisting of embedded magnets installed in the fan belt pulley and a Hall effect sensor which is controlled by the ECU located in the passenger compartment kick panel. The firing pulse is routed through a Crane XR 700 Electronic ignition. The distributor was used so that the mechanical tach drive could be retained, but the mechanical and vacuum advance system was disabled so that the ECU could control timing.



Air is gathered through a K&M filter located in front of the radiator through a cold air box. Note the air temp sensor is below the intake neck.

On the bottom of the manifold plenum is a port which is connected to a MAP sensor located on the firewall. A water temp sensor is located on the water pump housing. I used a housing that provides for two such sensors so that I could retain the stock temp gauge.

Fuel is provided by a Universal In-line pump through the fuel rail and is regulated at 39 psi by a Mallory 4305M regulator and returned to the tank at the top. I had to modify a tank from a late model Spit so that I have a gravity feed outlet at the bottom and am using the pickup outlet at



the top for the return line.

The SDS controller is programmed and adjusted by a hand held controller and a fuel mixture knob, both of which can be disconnected when the settings are attained. An Autometer digital fuel mixture gauge monitors the fuel mixture based on a signal obtained from a heated O2 sensor which I installed in the exhaust pipe just behind the header.

PS: Turbo (or Supercharger) are both out of the question. I studied the supercharger and the conclusion I reached is that the bottom end is so weak it would turn into a "grenade". Perhaps a Rocket propelled grenade, but a grenade none the less! :-)

Joe Curry

Lucas in trouble Jobs fear as firm crashes, Oct 9 2004

A former offshoot from the great Birmingham Lucas car parts empire has crashed less than a year after bosses hailed a 'fresh era' for the business. Administrators were called in to Lucas SRE, in Shirley, this week, leaving 45 jobs in the balance.

The business, reputed to be Britain's biggest supplier of replacement electrical parts with more than 500 trade customers, was a joint venture set up at the end of last year between American giant TRW and Sovereign Rotating Electrics.

Sovereign, in Bognor Regis, has also collapsed and is now being run by the same administrators from Grant Thornton, Paul Melville and Duncan Swift. Mr Melville said so far no jobs had been lost at Lucas SRE and attempts were under way to sell the firm.

As well as the site in Solihull, the £17 million turnover distributor of Lucas branded electrical components, alternators and bulbs, also has premises at Fradley, in Lichfield. Mr Melville said: "We will continue to trade while we seek a purchaser of the business as a going concern." The company has 45 employees and there is no intention to make anyone redundant at this time."

Meanwhile, Midland windows manufacturer HT (UK), based in Tamworth, also succumbed to trading pressures to fall into administration under Grant Thornton, leaving 55 jobs in the balance.

http://icbirmingham.icnetwork.co.uk/0100news/0100localnews/tm_objectid=14736717&method=full&siteid=50002&headline=jobs-fear-as-firm-crashes-name_page.html or <http://tinyurl.com/3ojos>

Triumph Prose

There once was a Triumph with Webers
That drove everywhere, in all weathers.
It took this abuse,
'cos it had no SU's.
And it went for ever, and ever!

The owner was told he must listen
And fit electronic ignition.
But he was too posh
To fit anything Bosch
"Lucas or bust" was his mission.

Some called it a silly tin-can,
Others said "just buy a van"
But it rusted more slowly
Than cars far more lowly
Or anything made in Milan.

MG's are slow like a toad,
And Pintos are prone to explode.
Explorer's roll over
And so do Land Rovers
But Triumphs just leak on the road.

Corvairs are unsafe sitting still
Old Audis roll away down a hill
But take a deep breath,
You'll be frightened to death
When the garage hands over your bill.

I could go on and on, verse on verse
But the TR is broken--no reverse.
I must stop this spending
On the car I am mending
For my wife will have words, rude and terse



Kathy Mc Donald at the Bronte Show



Louis Boucher talking TR3

And, saving the best for last, as explained by Cliff Clavin of 'Cheers'.

One afternoon at Cheers, Cliff Clavin was explaining the Buffalo Theory to his buddy Norm. Here's how it went: "Well ya see, Norm, it's like this... A herd of buffalo can only move as fast as the slowest buffalo. And when the herd is hunted, it is the slowest and weakest ones at the back that are killed first. This natural selection is good for the herd as a whole, because the general speed and health of the whole group keeps improving by the regular killing of the weakest members. In much the same way, the human brain can only operate as fast as the slowest brain cells. Excessive intake of alcohol, as we know, kills brain cells. But naturally, it attacks the slowest and weakest brain cells first. In this way, regular consumption of beer eliminates the weaker brain cells, making the brain a faster and more efficient machine. That's why you always feel smarter after a few beers."

Winter storage needed?

Giles Laniece, Directeur General,

Residence Notre Dame, 29, rue Amherst, Gatineau, Qu, J8Y2W1, Tel. 819 778-3333 Or 819 778-2879. Dry, heated garage, very clean, \$ 60 per month. Residence-dame@aira.com

Bellwood storage. The storage space is located behind Al's Steak House, Bel's corners. It is a 40,000 sq ft building capable of holding 300 auto's. It is not heated and is a metal building so there is no need for fire protection we have talked to the fire department and they recommend all cars come in with a full tank of gas and the positive battery cable removed to prevent fire. It has a cement floor. We have patrolled security which checks the building as well as a 12ft barbed wire fence. Auto's can be placed in storage at any time and removed with a 1 day notice. Owner's can check on their vehicles by calling us to allow us to open the doors. Vehicles may be moved to rotate tires depending on how much space is left. Contact Scott at 726- 9410

Somerset Towers on Carling just before Carlingwood shopping centre. Charge of \$300 a few years ago. Please check for the fee. 2055 Carling Ave: 613-729-9755

Forest Manor at 370 Forest St one block west of Lincoln Fields between Baseline and Richmond Rd. They charge \$300. 829-0358.

In both cases the underground garage is dedicated to storage of vehicles for the winter and the residents do not have access to this parking facility.

Events

November 23rd. OVTC meeting, election night at the Prescott Hotel on Prescott Street, Ottawa, 7pm

December Christmas party. - Royal Buffet Chinese Restaurant at Bank/Hunt Club at the corner of Hunt Club and Bank Street (2446 Bank). The cost will be \$15.58 / adult. Time, 7 pm.

January Winter Bash at Tim and Sue Dyer's home, January 22, Directions as followed.

From Ottawa:

1. Take 416 south.
2. Exit at Fallowfield Road.
3. Turn right at the end of the exit ramp.
4. Turn left at the second set of traffic lights, onto Richmond Road.
5. Follow this road to Richmond.
6. At the traffic light in Richmond, go straight (landmark: Drummond's gas station on the right and Richmond Nursery on the left). This is now Perth Street, Richmond.
7. Go a further 14kms and you get to the stop sign at Dwyer Hill Road (the JTF2 military base will be on your right).
8. Go straight at that stop sign.
9. Go a further 3kms and turn left onto Ashton Station Road (ignoring the previous RIGHT turn at Ashton Station Road), as you approach the village of Prospect
10. Go 1.5kms and take the first right onto Kings Creek Road.
11. We are at 427 Kings Creek Road, about 1.5kms on the left.

From Kanata:

1. Take the 417 East and exit at Highway 7, signposted Toronto and Carleton Place.
2. Follow Highway 7 and turn left at the first traffic light. This is Dwyer Hill Road and there is an RV dealer on the left corner.
3. Go straight at the first stop sign (Across Flewellyn Road)
4. Turn right at the next stop sign onto Franktown Road/highway 10 (the JTF2 military base will be on your left).
5. Follow the previous set of instructions, starting with instruction number 9.

There is also a map on our business website: www.kingscreektrees.com. Go to the 'about us' page. There is a slight error in the map, though, because what they call 3rd Line is actually Kings Creek Road.

If anyone needs directions from other areas, feel free to contact us at 253 4126 or e-mail at kingscreektrees@aol.com (or e-mail us from the above website).

Classifieds

Wanted:

Garage space needed. Heated. Also, help and instructions for body work and floor panel installation for the TR3. Wayne Mercer, 613-792-1252 wmercerc@hotmail.com

For sale:

Triumph TR6, 1975, Outstanding car, mechanic A1, red Ferrari/tan, 64 K. Completely restored by Professionals in 2001, new paint, all interior, roof, chrome, tires solid wood dash. Pictures and receipts for all work done. Total cost exceeding \$ 22 000. Professional estimate \$ 18 00, Make and offer 514 -745-4029 or e-mail Jpmp1010@hotmail.com

1978 TR7 - 2 Door Coupe For Sale good condition (it has been stored since 2000 - needs a fuel pump, and has had a little good quality body work done.) white exterior w/ yellow/black stripe - red plaid interior - We are currently investigating value in order to establish proper price and are willing to negotiate. For further information please contact Richard at 797-1361

1972 TR6. 75K miles. Has been parked for the last two seasons. Needs some work. Price negotiable. Includes shop manuals. Please contact Wayne Tallack. 954-7841 (office) or evenings 830-2239 (home).

1975 TRIUMPH TR6 (currently dark med. blue), current owner/family last 11 years, 57,567 odometer reading, solid and straight/clean car, overdrive transmission, mechanically sound(just passed safety), this is a "turn key" and drive home car, not mint ,but not a basket case either. Price negotiable and to be discussed (now taking reasonable offers). SERIOUS , mature, knowledgeable buyers only please! Viewing by appt. only. Please call (613)825-2683 (Chris) for more details, info etc (please leave message, name, phone #).

Vredestin summer black wall tires, Morgan owner. The tires didn't fit the Morgan. They are suitable for TR6's . 205/75/15, asking \$250, negotiable. Andrew Grant, 613-731-8717 [south Ottawa region]. lisagrاند@rogers.com

1974 TR-6 in original condition. Original Paint, good mech. 92,000 miles, asking \$12,000. Lynsueboyd@aol.com 'Phone number 613-269-3604, please no calls after 9. 30 pm.

TR3-A 1961 Red, in heated storage for 15 yrs. Excellent body and paint. All original parts. Motor had 10K on rebuilt engine. Excellent restoration project, asking \$6,500.Can be seen by Appointment for serious buyer only.

TR7 parts. Here is a good deal before I break up this lot and sell it on a-bay.

<http://members.rogers.com/experiment/TR7.htm> John Michael Miner, 613- 282-4822. Nepean.

TR7 parts for sale . Moving in Spring, so must make room! Many different items available including 3.90 rear axle complete with drums, TR7 CV-style driveshaft, pre-1980 radiator, TR7 A/C condenser, A/C compressor & hoses, new Addco add-on front swaybar, stock 1980 rear springs (TKC3300), TR7 used cylinder heads complete with cam, TR7 5-speed bellhousing, brake master cylinder complete with booster, charcoal canisters, Delco electronic distributor, Delco ignition coil, valve cover & head gaskets. Too many other parts to list. Call for more info, or to arrange a "viewing". David 613-822-1315 or dhuddleson@sympatico.ca

FOR SALE.....1980 TRIUMPH TR8 convertible , 119000 original kms, "Poseidon Green" metallic on Black "leather", black mohair top with matching tonneau, beautiful 14" "Minilite" wheels with recent Eagle GT tires, "Alpine" in-dash CD player with trunk mounted 8 disc CD stacker and 4 speakers. Three spoke sport steering wheel, fresh "hi-po" 3.9 litre engine rebuild with all the paperwork, rebuilt automatic transmission, sport exhaust, brake upgrades, complete professional repainting of the entire car, as well as an interior restoration with an up grade to leather seats. It looks

absolutely stunning and goes faster and drives better than no other TR8 possibly can !! Over \$20,000 of documented restoration expense done approximately 4000 kms ago !! Located in Calgary.....**\$6000 NO GST !!!** Keith Sawatsky
403.710.3717 092201@telus.net

1966 Triumph TR4A IRS. This car is in excellent condition. The engine is very strong. Idling oil pressure sits at 40-45 pounds. In the last four years, the engine has received new pistons, liners, valve guides, main/rod bearings, water pump, oil pump, stainless steel dual exhaust system, SU carb rebuild and is highly detailed. The brake/clutch system has received a conversion to dot 5 synthetic fluid along with a full rebuild on the master/slave cylinders. The transmission is in perfect working order and does not have overdrive. The rear IRS suspension has been given a tube/shock conversion kit with stiffer competition springs and tube shocks that provide a better handling ride and eliminate 'squatting' that the TR4A/250/6 stock suspensions are known to have. All mechanicals work (i.e. lights, fan, wipers, gauges, signals etc). The top is in perfect condition as it is only two years old. The steering wheel is a Mota-Lita wood/aluminum design and the original steering wheel has been restored and is included. The walnut wood dash has been refinished with all new knobs. The gauges have been detailed including new glass and chrome bezels being polished. The front window glass is perfect. The tires are Michelins 165SR15's on painted wire wheels. The boot spare is a painted wire wheel. The interior upholstery and carpet is in great condition. The front/rear bumper chrome is near perfect. This car has been certified and cared for mechanically by Phil Allen. There is absolutely no rust on this car. A British Heritage certificate comes with the car. The exterior paint is in great condition and the overall cleanliness of the car is 'clean enough to eat off of'. This truly is a fine example of a TR4A which is ready to go and show. It won first place honours at this year's Brits in the Park British car show in Lindsay . Please contact with serious inquiries or offers only. \$25,000.00 Cdn. Whitby, Ontario. Ken Hilder
Daytime - 1.800.263.2703 x228 or hilder@swish.ca Evenings - 905.668.3725

Ads in this publication will be published for the duration of two month. If you'd like to extend this period, please contact the news letter editor.

The Ottawa Valley Triumph Club is comprised of Approximately 65 members. The club meets at 7.30 pm on the fourth Tuesday of each month at the Manordale Community Centre, which is located at the corner of Knoxdale and Carola Roads in the City of Ottawa. Meetings include technical seminars, video presentations, restoration techniques, and much more. The club also publishes a monthly newsletter, *Overdrive*, which is distributed to members and exchanged with other car clubs.

Membership is open to all individuals and companies interested in Triumph sports cars. Membership is \$30.00 per year (June/June) per household and \$ 60.00 per year, corporate. **Please send membership applications** to: OVTC c/o Vivien Kaye, 1710 River Road, Manotick, Ont, K4M 1B4

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

OVTC Executive for 2004

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