



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

March 2005

Letter from the editor

I can't believe it's snowing again. March came in like a lion and there's nothing to do but ignore this fact and keep busy with our projects. Someone on the Spit list commented on cool Triumph cartoons I sent me this link. Check out this web site for more fun art.

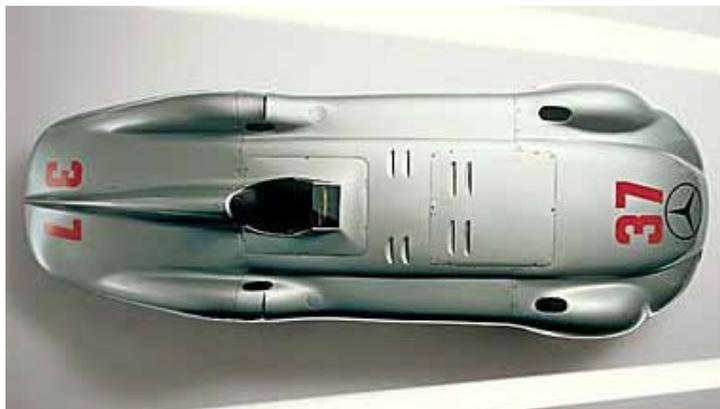
<http://www.clearlycoolstuff.co.uk/catalogue.asp?cat=A-2-8B>) We took our GT6 transmission apart and discovered that it's slightly different to what a GT6 transmission looks like. It turned out that the tail housing and the main shaft is from a TR7. The restoration with its up and downs and its surprises continues.

Having missed the Canadian International Auto show in Toronto, here are some pictures of some beautiful vintage cars that were on display.

Cheers Liv

Staples Classic Collection –History on wheels

<http://en.autos.sympatico.msn.ca/as/minishow/article.aspx?contentID=4022618&s=CIAS2005&src=minishow>



Mercedes Benz W 25. The car was created to race at the German Avus track in 1937.
Photo taken by Bruce Whitaker



Ferrari P3-P4
Photo by Marc Lachapelle

Letter from the president

Hey, what can I say? When will this snow end? Personally I always find this part of the winter the hardest to take. In my head I know that spring is only a few weeks away, and it will soon be time to check things over and start the car, but it's been pretty hard to remember that recently with the heavy snowfall last week. We would really like to hear from any folks at the next club meeting about their winter projects and how they are coming along.



Thank you to Brian Mills for his presentation at our last club meeting on Triumph wiper motors. It was very interesting. I hadn't known what to expect when he suggested that as his Tech Talk topic. Always entertaining and informative, who would have thought that Brian would discover so many oddities and inconsistencies with such a seemingly straightforward topic. I think even he was surprised as he researched the material for his presentation.

The ABCD working group planning the All British Car Day for July 16 met again on March 1. We're starting to see some sponsors come on board now, and are working some details around a logo and marketing collateral to get the message out to people and organizations outside of Ottawa. Through the efforts of Alan Graves from the Jaguar club, Global Automotive have generously offered to help defray the costs of the site rental, which goes a long way to reducing the exposure risks to all of the clubs participating, as some of our costs are higher than we had expected when we started planning this. The website for the show (www.britischcarday.ca) is coming along, and although there is no further information posted yet, but we have discussed what we want to see on the site, and it will be sorted in the near future. The next meeting of the working group will be on April 12.

Our most recent multi-club event was the darts tournament on February 26. A brief summary of the event is elsewhere in this month's newsletter. We will be continuing to hold periodic multi-club events including at least one "cruise night", as well as what is shaping up to be an interesting driving event later in the year. The goal is to build on the momentum of the ABCD efforts to increase the cooperation between the clubs.

The current view of the OVTC events calendar is updated and available on our website (www.ovtc.net) for you to download. This is not cast in stone, and will be updated as more details are confirmed or situations change. Please check it once in a while. We're still looking for some volunteers to help organize a few events this year, so please let Michel or I know if you are interested.

Our next club meeting on March 22 will again be at the Manordale Community Centre building. We have a few interesting things lined up for you this month. Just to whet everyone's appetite for the coming driving season, Andre has been working on a brief slide and video presentation capturing some of the driving events from last year. We will also be joined by the guys from Global Automotive, who will talk to us a little about who they are, what their garage is doing, and how they can help keep our cars running. As mentioned above, they were one of the first to sign on as very generous sponsors of the ABCD event this year, and I'm looking forward to meeting them this month. We will also have some time for anyone who would like to take a few minutes to show and tell anything about their winter projects or other related activities.

See you on March 22nd.
Don LeBlanc

All-British Car Clubs Darts Tournament – February 26

The All-British Car Clubs Darts tournament was held on February 26 at the Broadway Bar & Grill in Barrhaven. The group was a little smaller than expected, but we had about a dozen people from the OVTC, Jaguar and Land-Rover clubs participating. It was a fun social event and a great opportunity to get to know some of the folks from the other clubs a bit better. A few years ago there used to be an annual darts tournament that was well attended by several clubs. This year was the first of what we hope will again become an annual event. First prize went to Mark Russell who remained undefeated throughout the afternoon, and second prize went to Mike Graham, who only lost one game. Prizes were some safety equipment for the car – always a good idea when you're driving an LBC. Thanks to all of those who came out, and

made this event a success. We'll be doing this again in February 2006, so come on out next year, throw a few darts and meet the members of the other clubs. Maybe someone can beat Mark next time. Hope to see you there.

Don LeBlanc

Letter to the editor

Hi Liv,

I just read the entire news letter. I really enjoyed it. The timing of most of the articles is perfect for me. I enjoyed the Winter Bash and it was great to read about it. I'm always all ears when you talk about your GT6 project. I think you are about a season ahead of me in my GT6 Mk3 project.

Then your 'Thoughts'. You sounded so much like me that, when I finished laughing, I called my wife in to read that part 9" Yup another one just like you says" says Mary K. "I too have all those boxes of painstakingly cleaned and painted parts ready to go. And, I too am able to enjoy the results of my last project by driving m previously completed Spit. Yours sure looks great in the picture and spring is just around the corner!

I'm just finishing re-assembly of my GT6 engine, so the SC engine story in the news letter is also good reading for me. Mary K. and I honeymooned in the Bruce peninsula and then toured the whole area by Spitfire on a couple of summer vacations in the late 70ties. The Michigan run picture brought that back. Hey, my Spit's been on that ferry!

Once again, a big thanks for the news letter. It's a great part of the club and I appreciate the effort that goes into it.

Bob Holmes.

Members Profiles

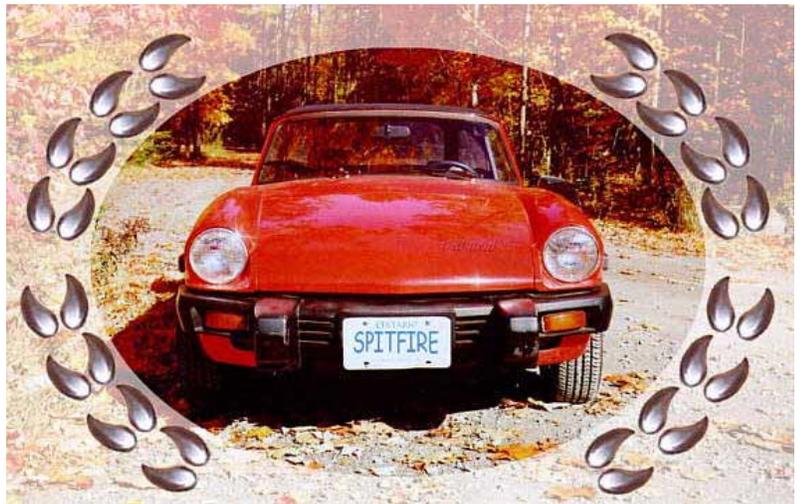
Mark Westenberg's 1979 Triumph Spitfire

My baby

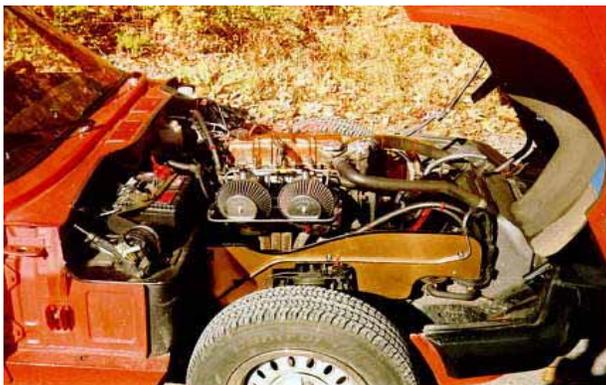
Backgrounder:

Long ago when I was in my 20's and T-Rex was king, someone gave me a book entitled "British Sports Cars Since The War", by Martyn Watkins.

At the time I was driving a Ford Pinto and comparing the book's pictures to the car in the laneway left me wondering where designers with flair had gone. I began a hunt for something inspirational.



Where I lived many of the exotic-mobiles in that book were not to be found, but I eventually test drove MGS's and TR-3's. One of the MGA's was a bone a-fide barn find. I still believe that car was the farmers' ritual salesmanship, but nonetheless I could have had any of those for about \$ 100.



Foolish me. I abandoned the affordable, and found a 1971 Jaguar XKE 4.2 convertible which I obtained for a "mere" \$ 4500 as-is and uncertified. It looked fine I thought, but after bringing it home, I made a list of a hundred wrongs with the car, including dripping gas directly above the exhaust pipe. Fortunately, I'm still alive.

I repaired everything and brought it to a mechanic for a safety check. We were both underneath the car when the frame cracked, the body dropped onto the hoist pad, and we bolted away from death and a rain of rust. That car started off as a basket case, I just didn't know it when I bought it!

It eventually got on the road, drove absolutely fantastic, and cornered like it was on rails. Much money, much time and a great deal of experience with British fuel, ignition and electrical systems later, I sold it and got into a run of motorcycles, albeit rice-burners. During that period, I completely rebuilt a Kawie KH500 H1 2-stroke from the pavement to the tip of the

mirrors. It wouldn't do diddley until 8000 and at 60 mph and a crack of the throttle it would wheelie and scream away much to the horror of the elderly drivers in the next lane. Near the end of the last 'cycle' on a 79 Yamaha XS 1100 that I would pin to the throttle-stop flying down the airstrip service road where I worked, [and for which joy a Major finally sent a special unit to slap me around], I gave a dear friend a ride on the back and nearly killed us both as we ditched it at 135 mph with the bike landing from light between us. Much dents, much broken fibreglass and much new chrome later I bought Pirelli Phantom's, screamed some more and finally sold that too.

Years later, the British bug bit once more. Now older and wiser, and embellished with a mortgage, dog and underlings that needed video games, I wasn't about to embark on another Jag venture. But the Spitfire.....!!!!

The hunt:

The hunt lasted around two years during which I saw about a dozen Spitfires. Though I could do a lot of mechanical/electrical/cosmetic work, I wanted to be able to drive the car while working on it. I didn't have the time to start a frame-up resto, nor did I have garage space for it. I was torn between the raw 60's vintage retro look, and the mechanical, safety and performance improvements that came with later 70's models. The Jag experience had taught me that bad metal is a bad thing. Quick learner, huh? I saw many cars with bad metal. One was a '69 Fred Flintstone Special ' that had no driver's floor pan and was missing lots of other interior metal. I still have that picture of it. Oh But it has the chrome finder beads! Another had bad sills and when the seller and I sat in it, it folded up preventing the doors from opening to permit my escape. Another had reasonable good metal, a bit of bondo, but a completely thrashed interior that smelled like dog and urine, so that was going to be hard to pump up to the lady. One car was jut what I was looking for but was the same interior/exterior colour combo as that XKE and I couldn't get past that.

Finally I saw an ad for a vermillion 79 Spit; the model with the big black battering -ram bumpers that California forced down the throats of all North American's.

A thorough look-over, test drive, and dropping a magnet into th4e fore-finger of a rubber glove to alleviate seller angst, I made my way around every bit of metal on the car. The magnet only slightly let go on the nose of the bonnet, a small spot about what a baseball makes after an errant punt. Well, they made 79 Spits with chrome bumpers up until November of 78, the month this car was made, so thinking I could always swap the, I got past the black plastic jobs, and sold it was.

Then, four month later, I was let out of the dog house.

The Honeymoon:

The end cap on the windshield washer stalk kept springing off. There's a spring in there that will shoot that little sucker almost clear out of the car.

The door pulls kept faulting. There's a 90-degree elbow on a shaft that kept popping out of a nylon bushing. About 8 tries at fixing it until I manufactured a spacer to solve that.

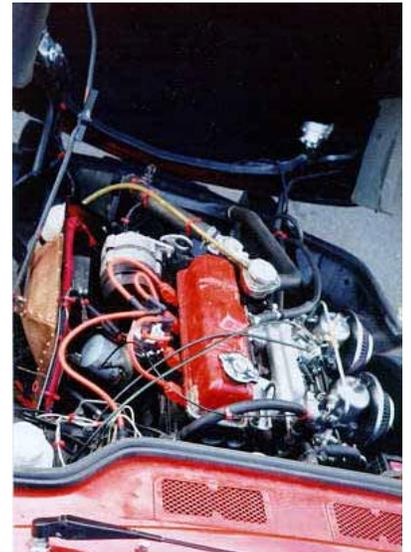
Rattles and lots of rattles and more rattles. I tightened everything down from the front license plate to the gas line under the trunk. Used lots of wire wrap to tie down cables and hoses and any loose lines.

Relays and other 'smart' boxes under the dash dropped off their screws and banged and slopped around.

Some PX bozo thought to rupture the insulation So, I'd go over a hard bump and my turn signals would cut out. I hate those hand signals. Especially when you're sitting at a light in front of some gigilo in a Porsche with his windows bulging from stereo. So, that would generally blow another fuse. I discovered this one by accident while pretzel ling myself under the dash, head turned one way, eyeballs turned the other way to achieve some other improvement.

Oh, and yes, there was the , ahem, gas tank, ahem, problem. So, one of my kids is having a birthday party. The house is filled with little, giddy folk, my wife is running around like she has six arms tending to the giddy folk, and I take a very quick time-out in the garage to gloat. What can I do with baby? I'll take that 5-gal jerry can there and top'er up!

So, a surprise 5-gals of gas go down the throat of the fill and I hear rain, Oh, oh! I look underneath to see that my boot [trunk] has filled up with 5-glas of gas and is now properly draining itself onto my garage floor. Flying into the house with arms waving and an 'Ack! Ack! Started a story that ended with her saying " I HATE that car!" Make sure those hose clamps around the fuel filter in the trunk are tight, OK?



That's it, basically. Lucky break, eh? There were a few other flaws, but they were so minor, I've since forgotten the details.

Just for laughs

Back in the '70s Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which didn't suck.

Quality Assurance phoned and advised the Engineering guy that they had trouble with his design shorting out. So he made the wires longer.

Why do the English drink warm beer? Lucas made the refrigerators, too.

Alexander Graham Bell invented the Telephone. Thomas Edison invented the Light Bulb. Joseph Lucas invented the Short Circuit.

Recommended procedure before taking on a repair of Lucas equipment: check the position of the stars, kill a chicken and walk three times clockwise around your car chanting: "Oh mighty Prince of Darkness protect your unworthy servant."
Lucas systems actually uses AC current; it just has a random frequency.

Lucas is an acronym for Loose Unsoldered Connections and Splices.

OVTC cooks

Tortilla Roll-ups by Pat Mills

1 Pkg. [250 g] Philadelphia Cream Cheese, softened,
1/3 cup Kraft 3 Cheese Ranch Dressing
1 carrot, finely chopped
2/3 cup fresh broccoli, finely chopped
8 7 " [17.5 cm] tortillas

Mix all ingredients except tortillas. Spread 2 Tbsp. of mixture on each tortilla, roll up tightly. Wrap rolls in plastic wrap; refrigerate to chill for easy slicing. Just before serving, unwrap and slice ½ inch on the diagonal.
Makes 4-5 doz. pieces.

The Standard Triumph engine Part 3

THE STANDARD MOTOR COMPANY'S 'SC' (Small Car) 4 CYLINDER ENGINE RANGE

An article on the development and history of this engine

By John Macartney
former employee and Standard-Triumph enthusiast



© Copyright **THE STANDARD-TRIUMPH 'SC' SERIES 4
CYLINDER ENGINE RANGE**

By now, Spitfire and MG Midget - although still competing internally within British Leyland for market share among a continuing loyal following, were faced with another 'double-whammy' - and again this concerned the US and Canada. The dear old BMC 'A' series engine that had been at the heart of the Spridget for so many years, just couldn't be made any 'cleaner' from an emissions perspective. The options, few as they were, meant that if the original engine did continue in

the Midget, there was a serious risk the little MG would be overtaken by a lawnmower in the traffic lights Grand Prix. The easiest option was to discontinue the car but that would disappoint thousands who were still prepared to put up with limited power if it still enabled them to continue the wind-in-the-hair experience of driving an 'LBC' – a little British car. It also raised a major query over the immediate future of the MG plant at Abingdon with a loss of jobs. If Abingdon output was to be reduced, why stop there? Why not shut Abingdon completely and realise its Real Estate asset value for redevelopment?

The option to close Abingdon would mean the almost certain abandonment of the MGB and it was clear there were still many people anxious to buy those as well. As the UK didn't exactly have an enviable reputation in those days with labour relations - and British Leyland was no exception to the rule - the prospect of unemployment at Abingdon was a 'no-no' political hot potato with the British government. Equally, Abingdon employees were loud in their condemnation of such a move as they had rarely been as supportive of industrial action as at other BL locations in Birmingham, Coventry and Oxford. Be in no doubt - 'the MG guys' were anything but disruptive. They were loyal and mostly entirely non-confrontational. They deserved better. All this could be overcome - for the shorter term anyway, if an alternative engine solution could be found for Midget to have an extended lease of life.

By this time, Triumph engineers were delving deeply into the options open to them to prolong the Spitfire's life. David Eley's engine design of 1951 that had proved to be such a winner for so long, was now making it very clear that it too wasn't exactly environmentally friendly - however, it was 'cleaner' than the old 'A' series engine in the Midget.

Well, that was the argument at the time, as it related to North America. Over the years that followed, the former 'A' series engine did continue and was used in the Allegro, Maestro, Metro and Mini. In fact, at the very end of Mini's life in October 2000, the 'A' Plus engine was well within the boundaries of European emissions compliancy and these levels were just as stringent as those in North America. Certainly they eclipsed the US emission levels of twenty years previously - so draw your own conclusions as to whether the original design was really as 'dirty' as it was alleged to be!

All that to one side, the only cost effective option for the US market in isolation, was to take the Triumph engine to its limits and increase its cubic capacity, again.

This time around, there was nothing that could be done to increase bore size within the constraints of existing cylinder block dimensions - but the stroke could be increased. For the first time in its production life, the original 76mm stroke was extended by a full 11.5mm to 87.5mm bringing the overall capacity up to 1497cc. This was nearly 700cc, or 87% larger than it had been when it first saw the light of day in the Standard Eight. Nonetheless, it gave the SC engine that little extra which assured both Spitfire and Midget a further lease of life for the United States and Canada, though UK destined cars continued a while longer with the revised 1296 engine. Needless to say, this move to oust the former engine was not welcomed by the MG fraternity at all! But there were other constraints in taking the engine to its limits. Few are aware that Triumph had fitted a 1500cc engine to a development car as early as 1966 - nearly a year before the Mk 3 Spitfire went into production but as the smaller engined car was selling so well, no-one was in a hurry to upgrade the unit. However, the time had arrived to increase engine size for one major market - and the cost hawks were still circling! From the outset, it was clear this had to be achieved with minimum additional tooling costs and the increase in stroke had to be achieved without increasing block height. It also went without saying that as many current components as possible in the current parts bin should be used. In the case of the Triumph six cylinder engine being taken to 2498cc, the crankshaft throw had been extended by 9.5mm and a similar increase on the Spitfire crankshaft would have resulted in a cubic capacity of 1621cc!

Hmmm - a 1.6 Spitfire?

Ideal though this may have appealed to many in having a 1600cc engine rather than a 1500cc unit, the revised crank throw was pegged at 5.75mm. The resulting 11.5mm stroke increase came from shorter pistons on existing con-rods and so the requirement for not increasing block height was met. Even so, there was a nominal change to the block but only a slight 'barrelling' at the base for the extra crankshaft throw. The cylinder head remained unchanged, though the combustion chambers were deepened.

This last re-hash of the SC series engine definitely gave the US Spitfire more urge. When upgraded to 1500cc for all markets, its bottom end torque was greatly improved but there are many - enthusiasts and former employees alike, who will state with conviction that emission-controlled and non-emission variants 'were different' and 'a little disappointing.' Comments were many that it didn't rev as willingly as its revised 1300cc forebear and certainly not as willingly as in the Mk 3. All in all, it sounded strained and it seemed to run out of breath too soon - but it still didn't stop people buying this latest version. There was little doubt it could not go on for many more years in world markets where environmental issues were now becoming the lingua franca for so many. But taking the engine out to its ultimate dimensions did not mean it was only used in the Spitfire. Triumph had brought other cars into existence during this period of the late sixties / early seventies, though these were still saloons for the UK and markets outside the US where they were sold in convincingly

large numbers. Therefore it is now time to spool back a little in time and return to the Rest of the World scene in Coventry to see what was happening to our old friend, the Herald.

'Zobo' - Herald's code-name, was now becoming long in the tooth as the late sixties dawned.

It was a remnant of the Old Guard in a gathering of more recently introduced cars - and something needed to be done. It wasn't practical for a number of reasons to finally oust it because its replacement, the Toledo was still a year or two away. Herald underwent a face-lift and became the 13/60 for saloon, estate car and convertible. The front end lost its torpedo tube style headlamp nacelles with the bonnet top being flattened by using the pressing from the Vitesse. This went a little way to reducing the dead-ground area immediately in front of the car and there was a new radiator grille. The instrument panel was re-designed and became more ergonomic, the seats were vastly improved, the fuel tank was enlarged by using the larger version from the Vitesse and the early 1296cc engine with its eight port head, a single Stromberg and the 1147cc crankshaft finished things off. The Herald 1200 in saloon form only was to remain for a year or two to provide cover for the budget end of the market.

The Triumph 1300 front wheel drive, discussed earlier - had grown a modified body by 1970/71 and was now known as the Triumph 1500. In its early form, it retained the front wheel drive configuration but the arrival of the Dolomite in 1972 with an entirely new Slant 4 overhead cam engine and rear-wheel drive via a beam axle made it economic sense to abandon the front wheel drive concept. Consequently, later 1500's were all rear wheel drive and only a few front wheel drive versions remain in the hands of enthusiasts.

The Triumph Toledo, a cut down version of the 1500/Dolomite body in two or four door saloon form, eventually took over from the Herald in 1971 - and 'Zobo' in its various guises was no more. After a production run of twelve years and 626,239 built-up cars out of the Canley plant, not to mention many more vehicles in kit form for overseas assembly, the last Herald was laid to rest. Conventional in terms of driveline layout it may have been - but thousands today will tell you it was the car in which they learned to drive or had their first European touring holiday with Mum and Dad. A few members of the opposite sex have even told me that they had their first kiss in one!

A year ago, I stood alongside a pristine 1200 Estate car, talking to a very jolly woman. She told me her husband had bought it many years previously, in the dark, for a very nominal sum - that cash-wise, was all they had at the time. Having only been married for a little over a year, they were desperately short of money and a month or so after the Herald had been bought, the woman discovered their first child was on the way. When the time came that the unborn child decided it wanted to see the big, wide world - the Herald rushed the soon-to-be mother to hospital, only to ignominiously let its clutch hydraulics fail in grand style on the way - and still five miles away from the destination!

At least it had the foresight to come to a standstill by a public payphone and by the time the paramedics arrived, 'things' were very advanced. In the midst of much laughter, the lady told me the first of her five children, a girl, was born on the rear deck with the back seat folded flat! She went on to add the paramedics had considerably draped blankets over the roof and rear tailgate to afford her some privacy while the deed was done - but that particular Estate car is still a much-loved member of the family. Pulling a large luggage trailer on many occasions in later years, it had taken the whole family, two adults and five energetic (and growing) children on many camping holidays throughout Europe and Scandinavia. Rightfully, it is now fully restored - even though the restoration cost was rather more than the couple had paid for their first house! Even so, they didn't begrudge it this indulgence because it has witnessed some very special family events. Apart from being a delivery room, two proposals of marriage were uttered and accepted in it and only a week before I came across it, the baby born in it - and now a young mum herself, travelled in it with her husband and their infant son, to the baby's Christening.

People love their Heralds - and thankfully there are still many of them in the hands of enthusiastic owners. Long may they continue - even if some do still leak more water than they should, or display skittish tendencies at the rear under even quite gentle lateral forces - especially with cross ply tyres and a presence of surface H₂O. But we're nearly at the end of the story.

Within a year or two of 1971, the Dolomite range firmly established itself as Triumph's small saloon car. The SC series engine was used in the 1300 and 1500 versions, while the larger 1850 slant 4 and two litre sixteen valve Sprint powered the 'big brothers.' The Spitfire continued to keep the open-top fraternity happy with streaming eyes and contributed in its own way to premature baldness in men. As we know, all good things come to an end - and the Spitfire is no exception.

If you are a Spitfire enthusiast and ever find yourself travelling to England, make the effort to visit the last one made. You'll find it at The Heritage Motor Centre at Gaydon - less than two hours drive north-west of London. It's in Inca Yellow, with a hardtop and overdrive - and sits happily in its own time-warped. The odometer proudly proclaims its total

mileage of 1800 and it's the nearest you'll ever get to a totally original brand new two seater concept that took the sports car world by storm, forty years ago this year.

It's now more than twenty years since the last Coventry (Standard) Triumphs were made and the marque has probably passed into history for all time - unless BMW decides to do something to the contrary? But during that time, the SC series engine played a full role in positioning the company's products in a truly global market place. Archaically simple in its concepts when compared to modern engines, easy to work on, forgiving in the hands of novices, economical to run and reliable in the extreme, it has unequivocally earned its place in the automotive Hall of Fame. David Eley, its designer, is still alive and has every reason to be more than proud of his contribution to the British motor industry. I am confident all the owners of cars that have survived to this day and whose source of propulsion was the product of his brain, will be pleased to form an orderly queue and be loud in the applause to which he is entitled to receive. Like the driver of the Standard Atlas van who sought a medal for determination and grit, if anyone is preparing a medal list for engine designers, David Eley's name should certainly be at the top it. It's definitely at the top of mine

John Macartney

*I would like to express my sincere thanks to the **Triumph Sports Six Club** in the UK for allowing some material and data previously published in its magazine 'Courier' under the authorship of John Thomason to be used in the preparation of this article. Especially, I am obliged to The Institute of Mechanical Engineers in London for allowing me to use extracts of the paper presented by David Eley to a Symposium of the Institute in November 1963.*

Power bleeder

By Bruce Mills of the Buckeye Triumph club

I made myself a new tool over the holidays and thought I should share it with you folks. We start with an ordinary garden sprayer: Take the sprayer hose and attach some clear ¼ " tubing. At the end of the tubing attach a male quick connect coupling .



Next, you will need a spare cap off of an old master cylinder. Bore a hole in the center, use some blue silicon sealer to be sure you are airtight. Attach a standard pressure gauge to the t connector, use a quick connect on the other side. You get something like this:

I used the quick connect setup to make it easier to take the cap on and off - in hind site I might have reversed the quick connect to keep the tank from leaking when we are all done. Inside the cap I places about a 1 inch coupling to tighten

the washers to the cap, and it has the benefit of siphoning off extra fluid when we are all done.



- ? Pour brake fluid into the sprayer tank
- ? Top up the master cylinder
- ? Screw the adapted cap onto the master cylinder
- ? Connect the tank to the cap assembly and pump up the pressure tank.

Take it to about 15-18 pounds (don't push it past 20 lbs, there could be sudden "leakage" and brake fluid spewed "through out" the engine compartment – ask Ryan how we know this)

Now start bleeding your brakes (right rear first, then left rear, right front, then left front).

The beauty of this system is that it becomes a one-person operation, you simply have to pump up the pressure from time to time, but you don't have to worry about running the master cylinder "dry" and introduce air into the system.

I feel that this system also makes it easier to "flush" the system since you can easily allow plenty of fluid to flow into your "catching" jar.

I will try to post more details as we use this during the upcoming season.

Any takers for this car?

TR7 V8 - Works rally car OOM 512 R. Fully sorted & ready to race. One of most orig, if not the most orig of remaining TR7 V8s. £55,000. email vbbrannon@bellsouth.net N Carolina, USA.



The color pictures attached were taken at The Roadster Factory a couple of years ago, and the car behind the rally car is David Huddleson's TR8 coupe.



TR8 rally racer for sale.

The car (along with an ex-Slagle TR8 FHC and the Wedge trailer) is still for sale but - as of 4 weeks ago - has not sold and Vern was planning on

racing it this year.

Other interesting news: Vern has sold the only surviving Le Mans Spitfire - which some of you might have seen at VTR 2002 in Colorado - it has returned to England for the first time since it left for Le Mans. A condition of the sale was that Vern gets to drive it at Le Mans in the Historic Le Mans race - in 2006 I think.

Come out to VIR in June and see Vern with car! Boy it sure sounds sweat out on the track at full tilt!! Hopefully he will bring it back. He had it for sale last June.

Events for more OVTC events in the planning stage check out web site <http://www.ovtc.net/>

March 11- 13th. Performance World Car show, Toronto, 41 years of hardcore automotive history. International Centre, Toronto Concept on wheels. <http://www.performanceworldcarshow.com/>

March 22nd. OVTC meeting, 7.30 pm, Knoxdale community centre

March 19 -23, Ottawa – Hull, International Auto Show, Ottawa Congress Centre,

April 3rd. British Autojumble hosted by the Boot n' Bonnet, Kingston, at Portsmouth Olympic Harbour , <http://www.britishcarenthusiast.com/BNB/events.html> Richard Woodley 613-967-0267

April, 15 – 17, Toronto International spring classic car auctions, <http://www.rmauctions.com/>

April 17th. Ancaster British Car Flea market and Car show, Ancaster, Ontario, [http://www.ahcso.com/FleaMarket/Ancaster Flea Mkt.htm](http://www.ahcso.com/FleaMarket/AncasterFleaMkt.htm)

April 22 -24.Speedorama Ottawa, Show cars and motorcycles, Ottawa Civic Centre

April 26th. OVTC meeting

May 24th. OVTC meeting

May 28th. to June 5th. British car week <http://www.britishcarweek.org/>British Car Week has become an annual tradition that occurs during the last full week of May. This celebrated week has been chosen as a commemoration for the wonderful British automobiles of the past, and their enthusiastic owners, who have so proudly kept them maintained for all to see and appreciate many years after their production. This special week is intended for all British car owners to get their British cars out on the roads in their little corner of the world, and give them the exposure they so rightly deserve. While not only heightening the awareness of these charming vehicles for new enthusiasts, it will also help assure their preservation for many years to come for others to appreciate.

May, 28th. -29th. Toronto Triumph Club spring fling. Riverside Inn – Bracebridge. Saturday Banquet and Sunday Brunch \$ 44.—per person. <http://www.torontotriumph.com/>

May 29th. Oxford Mills Vintage motorcycle and car show. Info. Chris Bryant 613 989 3046

June 14th. Hazeldean Mall Cruise night & dinner with the Jaguar Club TBA

June 5th. Byward Market Auto Classic, info Brenda Morel, 613 562 3325

June 24 – 26, 2005 Vintage Racing Festival, advance weekend super ticket [until June 22] \$ 30.—at the gate, \$ 35.—for more information or to order tickets please call 1-800- 866- 1072 or go online to www.mosport.com

July 1 Arnprior Canda Day Car show, info Art Smith 613 623 7825

July 3 Evolution of wheels, all makes and years, Museum of Science and Technology, info Tim Dunn, 613 729 9783

July 7 – 30, VTR National convention, Rockford Illinois

July 9th. Merickville Car Show

July 16th All British Car Day (ABCD) Britannia Beach Park. Showcasing all models and makes of British cars www.britishcarday.ca, admission \$ 20.--, included BBQ lunch for two.

July 16th –17th Summer time auto festival, all makes and years, Equestrian Park, Nepean, info Larry Way 613 446 4717

July 23rd – 24th TTC Canadian Classic Location: Kincardine, Highlights: Scottish pipe band, a pig roast, a draw for an airplane ride over Bruce County. Details to follow. Accomod. at Best Western, approximate rate is \$115 (yet to be finalized) <http://www.torontotriumph.com/>

July 30th Canadian Tire Annual Charity Car show for the Queensway Carleton Hospital from 10:00 am until 4:00 pm. at the Canadian Tire on Merivale Rd. in Nepean, Ontario. As always, entrance is free to all and is open to all vehicle ages and types. Hundreds of prizes, contests and freebies for all. This year, the winning ticket for the raffle a 65 Shelby Cobra by EVA Sportscars at the show. Hopefully someone at the show will be driving home with an extra car. No registration is required. www.carshowsite.com

August 7th Aylmer Auto Show, Cedar Park, Marina, Beach Park, info, P.J. Sylvestre 819 684 9406 or Boyd Somerville 819 684 1403

August 11th – 14th the Roadster Factory's Summer Party

August 21st Place d'Orleans Car Show, info Graham Mac Innes, 613 830 5207

September 5th Richmond Classic Car show, info John Egan, 613 298 2324

September 18th TTC Bronte Creek British Car Day 2005

October 1st. and 2nd. British Reliability run

<http://www.mibrr.com/> We're at it again On October 1st, 2005, up to 50 vintage British cars will depart Marshall, Michigan, for a demanding 700-mile run through Michigan, Ohio and Indiana to raise money for charity. This run, the third annual, is titled "America's British Reliability Run" is an endurance run of sorts, fashioned after those run in the UK. They always benefit kids, this time, kids coping with cancer. The event is based loosely on several events held yearly in Britain with the same goal: to help a worthy charity and have fun while doing so. It's not a race, it's merely a test of the drivability of our old cars. And this year, we're dedicated to helping a very worthwhile charity; the **National Children's Cancer Society**. This year's run features the covered bridges of Parke County, Indiana, some of the most scenic in America. Each team's goal is to raise US\$500 to help the NCCS continue their mission: "To improve the quality of life for children with cancer by promoting children's health through financial and in-kind assistance, advocacy, support services and education." It's through fundraising efforts such as this that those kids are able to get to camp. Last year we raised more than \$32,000 to help kids with diabetes get to educational summer camp. This year we're hoping to out do ourselves!



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Classifieds

Wanted:

Triumph GT6 MkIII.

Looking for as solid and original an example as possible, but not a concours winner. Colour unimportant. Solid frame and body a must, interior and mechanicals can be less than ideal. Serious buyer who is looking for a properly priced example, not a dreamer looking for a steal, or a basket case. Please call Mike at 613-924-9235, or e-mail at smbcogilvie@superaje.on.ca.

TR4A grill wanted I am a private party looking for the proper grille for a TR4A. Anyone in your club have one in good shape for sale? Also, I have a tr5/250 grille in excellent shape (straight, no rust or need for welding) for sale. Folks can get back to me by email. Thanks kenstone1@comcast.net

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]. lisagrand@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. Can be seen by Appointment for serious buyer only. Please call (613) 734-9722 during office hours. Car is located in Ottawa

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 sway bar, stock 1980 rear springs (TKC3300), TR7 used cylinder heads complete with cam, TR7 5-speed bell housing, 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

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

1980 Triumph TR 7 convertible 5 speed. Motor completely redone for performance top to bottom. Motor alone worth \$\$\$
Forged aluminum racing pistons, performance electronic ignition and lucas ignition amplifier, high capacity oil and water pumps, performance clutch. Car needs top, rocker panels and carpet to complete \$3500.00 . Owned since 1988.
Marc. (905) 334 - 4242 Oakville, Ontario studio3d1@hotmail.com

1972 Triumph GT6 Mk3 and a 1975 Triumph TR6 bits and parts,2 off rear lamp sockets.

8 off cylinder-head bolt washers {new}.

12 off original chrome head door panel screws.

1 off exhaust hanger strap (new).

1 off sump plug (new)

1 bag of brake pipe union screws.

8 off door panel attachment clips (the strong gripping kind)

24 off door panel attachment clips (normal kind)

24 off door glass rubber seal clips (mostly new-both types).

4 off rubber caps for grease seals(new).

3 off elbow connectors for ign vacuum tubes.

2 off straight ditto.

All for TR6. A few oddments for GT6 (not much) including two used (rare) rubber seals for top front of doors. V G condition.Let me know if you are interested-they are very cheap. I am at 613-225-2663. Leo Francis.

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 Tim Dyer 427 Kings Creek Rd., RR #3, Ashton, Ont. K0A 1B0, 613-253-4126, kingscreektrees@aol.com

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

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