



# OVERDRIVE



***Driving The GT6 In January!***

**When was your last drive?**

<http://www.ovtc.net/>

OVERDRIVE The Newsletter of the Ottawa Valley Triumph Club

# TRIUMPH SPOTTING

From The Editor's Garage - André Rousseau

It's not Mile Per Gallon, It's Smiles Per Miles. I heard that some where recently and it spoke volumes to me. That's the theme this month as January has been really interesting so far. I was excited when I got out for a drive in late Decemeber, but as I finilize this months news letter is +7 outside and raining. Its Januapril.

Who would have thought you'd be able to go for seaveral drives in early January and be able to wash your Triumph without freezing to death. WOW.



Jan 4th 2007 +10 Degrees  
Washing the GT6 after a nice drive.



Jan 7th 2007 +08 Degrees  
Driving To The Aviation Museum.



And just to give you a taste from 2005, on the left, Dec 16th 2005, a foot of snow and then some. On the right, Dec 16th 2006. The GT6 and I had just returned from a very spirited drive. I had to fill the tank up again... :)

Can we expect more? I sure hope so.

Let me know if you've been out and about, send some photos for the Feb issue.

André Rousseau - Ottawa Canada

'68 Triumph GT6 MK1

andre@justdrive.ca

<http://www.justdrive.ca/gt6>

# Oil Drips

## OVTC Members Submissions

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Hi Andre:

I want to share with you my father's Triumph GT6 MKI.  
This GT6 is the only one here in Perú.

But I always take it out to drive on the roads and some historic cars rallyes. Regards,  
Diego Guzmán C.  
Lima-Perú.



*Diego thanks for the email, André*



*OVTC Memebers*

*Send me your fav picts from 2006 for the Feb issue!  
andre@justdrive.ca*



# Heel & Toe

## Triumph Gadgets & News

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**Barrett-Jackson Action**

**1964 AMPHICAR CONVERTIBLE**

**2006 BJCCA CCA**

**SOLD FOR \$124,200**

Saw this over the weekend, hey its got a Triumph engine.



# The Triumph 1500

What wheel drive? By Tim Dyer

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Last month we learned about the Triumph 1300, the small front-wheel drive sedan that was initially intended to replace the Herald. As demand for the Herald increased, it was decided to slot the 1300 between the Herald and the 2000 sedan, making a more luxurious car than originally intended.

Late in the 1970 model year, Triumph restyled the nose and tail of the 1300 and cleverly made it look much more modern. They fitted the same engine that went into the Spitfire 1500, but with single carburetor and updated the interior to mimic that of the latest Triumph-look interior. An example of this would be the Stag, with its half-curved instrument panel, darker and less shiny wood, and control stalks on the steering column for lights, wipers, etc.

Predictably, Triumph called the car the 1500 and it continued with the same front-wheel-drive system that the 1300 used to have. Triumph decided not to have a twin-carburettor version of the 1500 as its performance was close to that of the 1300TC, despite its clearly heavier weight.

The 1500 proved popular, though it was still no performance car and to my knowledge never entered competitive events.

Within three years of the 1500's introduction, Triumph had decided to abandon the front-wheel-drive idea. It was too expensive, too troublesome and was not as popular as expected. In order to cut costs, increase durability and appeal to a more sporting buyer, the bodyshell was modified to accommodate a rear-wheel-drive configuration. Once the drive had been changed to the rear wheels, Triumph fitted twin carburettors and marketed the car as the 1500TC. The 1500 and 1500TC looked almost identical and it is very difficult to tell them apart without looking at badges.

This car seemed to put Triumph back on the map with a compact, sporty and luxurious car at a reasonable price and exuding lots of quality the British buyer sought. There was confusion, though, with branding. Within the Triumph range, there were three differently-named cars that used the same 1500TC bodyshell but with varying levels of performance, economy and purchase price. Streamlining had to take place and this is what we will look at next time.



# OVTC NEWS & EVENTS

Keeping our members informed

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## *OVTC Winter Bash At The Dyer's*

January 20, 2007 1.PM.

It's party time at the Dyer's again. Yes, our dear friends Tim and Sue have again graciously invited the club to party the winter blues away and, as most of you know, there's always a lot of good times, good food and good company to be found at the Kingscreek tree farm.

The date has been set. It's going to be January 20th. starting at 1 pm at it's going to be Pot Luck. Dinner is going to be planned for 5-6 pm. Please bring your favourite dishes and a lot of good cheer. There will be plenty of time for socializing, hay rides for the kids, sledding for the kids, big and small, off-roading in Jason's Jeep, walks in the woods and tours of the nursery.. Please dress warm for the out-doors.

If all else fails, no doubt, Jason will entertain us on the drums. See you all there. Please RSVP to Tim Dyer phone Tel. 613-253-4126 , e-mail [kingscreektrees@aol.com](mailto:kingscreektrees@aol.com)

Directions and a note from Tim:

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](http://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](mailto:kingscreektrees@aol.com)

# OVTC CLASSIFIED SECTION

One owner's junk is another's treasure!

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Wire wheels for sale. One set of four painted, 60-spoke wire wheels in excellent condition to fit TR2/3/4, MGA, etc. Fitted tires are excellent, size 165-15. The wire wheels were new in about 1990 and have been very well looked after. The package does not include hubs or knock-ons. \$500 for the set. 253 4126 (ask for Tim) or kingscreektrees@aol.com

Outstanding TR6 in desirable Pimento red, with 45,100 fully documented original miles. Original, factory convertible top with clear glass, original interior and seats, carpets, and the factory dash is perfect-it has not been re-finished! The jack is still in the factory cardboard box, the tonneau cover is brand new and the original am/fm Blaupunkt radio is in perfect working order. The 2005 upgrades include installing dot 5 silicone brake fluid, stainless brake lines, thrust washers in the engine, correct Michelin redlines, correct brushed aluminum trim rings, and important rear shock conversion. Paint, interior, top, and chrome are all in perfect "original" condition. Full appraisal in June, 2005! The seams are perfect, the alignment of the doors is perfect - the car runs like a brand new TR6. All documentation from 1976 is included with the sale, including all receipts and the British Leyland "Passport to Service. Email me to receive a link to 60 detailed pictures of this outstanding "one of a kind" 1976 TR6. Contact mhord@ca.inter.net, or call (416) 429-2412 (evenings only)

For Sale: TR6, 1972, Body only. This is what's left of a V8 conversion. I sold the frame here previously. I have lots of pictures and will describe the car as best I can. The body is in really good condition. It was in a dry garage for 16 years, where my brother found it. There is a little rust beneath the bottoms of the front fenders, not the fenders themselves, sills. The floors were replaced, and there is a little rust on the sills under the doors. The trunk

is solid, no rust. The right front fender had damage and was bondoed, around headlight. Bumpers are good, not perfect. Dashpad is cracked and wood is bad. Door panels are good. Top material is ripped, but frame works well. Windshield has wiper marks. No carpet, console or seats. Body has no other rust. \$2500.00 CDN. firm. Email me, Pettyracefan43@rogers.com

For sale, complete TR7, 2 liter engine, and 4-speed transmission, removed from car for V8 transplant, (ran very well.,) \$150.—, and very little miles on rebuilt starter and carbs.

For Sale: Removable fibreglass hardtop for TR7/ TR8 convertible, black exterior, white padded head liner.

For sale Modified Rover V8 oil pan - will work on TR7 V8 rover conversion \$150. TR7 hood - single bump - \$75, TR7 coupe pass side door, \$75, TR7 coupe driver side door, \$75 Brian (613)794-4309 wachkob@yahoo.ca All parts can be delivered in the Ottawa area (including larger items) for a fee or are ready for pickup. (Limoges) More TR7 parts to come. Open to offers on all items.

For sale 1982 Triumph TR8 Convertible 46856km, VIN STAPL4582CA 40769/ original owner, excellent condition, asking \$14500 819 985 2656 after 6.30 pm.

For sale, complete TR7, 2 liter engine, and 4-speed transmission, removed from car for V8 transplant, (ran very well.,) \$150.—, and very little miles on rebuilt starter and carbs.

For Sale: Removable fibreglass hardtop for TR7 / TR8 convertible, black exterior, white padded head liner.

Wanted

1980-1982 silver TR7 or TR8, must be in excellent condition. 591 688 9740  
lbauc511@rogers.com

Wanted  
1500 Spitfire engine Randy Ward  
Work 819 994 9110  
Home 613 283 9728

1972 TR6 For sale  
Tan interior leather redone. Body restored and painted correct Dupont Magenta in 2003. New parts since then - 4 Michelin Redlines, brakes, master cylinder & slave, radiator, alternator, exhaust, wires, plugs, U-joints, rear axles, tie rods, sway bar clips, hood latch, hood stops, mahogany steering wheel, JVC cd with big speakers. Tonneau, original top & drive train. Compression 125 - 135 all cylinders no smoke. \$16,500

Located in Barry's Bay, 2 hrs. west of Ottawa. 613-756-2763  
canoes@nrtco.net Eric Taylor

Submit your free ads to the Newsletter Editor no later than the 1st of every month. The ad will run for 2 issues before being deleted unless you request an extension.

# OVTC MEMBERSHIP

## Join the Ottawa Valley Triumph Club

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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,

Tel: 613-253-4126

E-mail: kingscreektrees@aol.com



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