



OVERDRIVE



Triumph's Under The Big Tent

<http://www.ovtc.net/>
OVERDRIVE The Newsletter of the Ottawa Valley Triumph Club

PRESIDENT & ACCOUNTED FOR

OVTC President Don LeBlanc

February 2007

NOTE – We will be back at the Manordale Community Centre building on Knoxdale Avenue this month. Hope to see you there.

We once again owe our thanks to Tim and Sue Dyer for having us out at their place for the Winter Bash. This has become quite the tradition now and really something to look forward to on the OVTC calendar. It is always fun to have the chance to talk a bit more in a relaxed atmosphere. Not many pictures this year, but what we have are posted on the club website (www.ovtc.net)

The annual all British clubs darts tournament will start at 1:30 pm on Saturday March 10 at Greenfield's Pub in Barrhaven. All are welcome, even if you're not a great darts player. This is for fun, and a great chance to mingle with people from the other British car clubs in Ottawa. Plan to be there. There is more information on the event and directions to the pub elsewhere in this month's newsletter.

On Saturday May 26 this year, we will have a NEW event on the calendar. After meeting with Mark Evenchick, who is the new president of the Ottawa MG Club, we have decided to do a joint TR-MG event we are calling the TRIUMGEE TEAM CHALLENGE. Details are still being planned, but we are looking at doing a crossword rally of some sort, which will involve trying to complete the crossword based on clues figured out during the drive. Mark and I are going to take the lead and work on many of the details together, but volunteers will be needed to help make it happen.

After our failed attempt (except for you, Bob) to have a weekend away in the fall, we are going to give it another attempt fairly early on in the driving season this year. The target is for the weekend of June 9-10 to go to the Picton area and tour some wineries and drive on some interesting country roads. I'll be trying to get an estimate of the number of people who will be going fairly soon, so we can book the rooms and the tours.

2007 ABCD planning kicked off in earnest at the end of January. The event will be on Saturday July 14 this year, again at Britannia Beach Park. The format will be similar to last year, with a few changes here and there. After two years doing this with all of the clubs working together, we know we basically have a winner, but we have identified a few areas that we would like to change to help make the event go smoothly. Advertising and sponsorship efforts have already started. Check out the show website at www.britishcarday.ca for more information and the pre-registration forms. Register early and take advantage of the speedier process – avoid the line-ups at the registration tent this year!

See you on February 27.

Cheers,

Don



TRIUMPH SPOTTING

From The Editor's Garage - André Rousseau

Anyone sick of the cold yet? Sorry we missed the event at the Dyer's. Just posted the photos, looks like it was a good time...

Funny emails: From Tim Dyer. This one made me smile.

I had to laugh when you sent out the e-mail notification for the Overdrive. When I saw the password (nosnow), I mis-read it and thought it was more like "nos-now". I started thinking you must "now" have fitted "nos" (nitrous oxide) to your GT6. Then I figured out it meant "no snow". I really felt very stupid.



Tim I promise you I won't put a NOS system on the GT6. A super charger, well that's a whole other game.

On the subject of GT6's came across this one on ebay. Poor little MK1, who put that monster tail pipe on you?



Keep the member's stories coming you guys have been great.

Myself I've avoided the garage. All my upcoming work is rear end related and I'm in no mood to lay on the cold ground taking off the half shafts, that said the clock is ticking and I want to be ready for the late April meeting.

See everyone at the Feb meeting.

André Rousseau - Ottawa Canada
'68 Triumph GT6 MK1
andre@justdrive.ca
<http://www.justdrive.ca/gt6>



TRIUMPH NEWS

Harry Webster 1917 - 2007

Harry Webster, who died on February 6 aged 89, was a much-admired and respected automotive engineer whose team inspired the birth of successful Triumph sports cars such as the TR2 family, the Spitfire and the Stag, and was also responsible for the Herald, Vitesse, 2000 and 1300 family car ranges; in the same period, he supported the building of special cars which raced successfully in the Le Mans 24-Hour race.

It was Webster who discovered the mercurial little Italian stylist Giovanni Michelotti in 1957, signed him up as a consultant to Standard-Triumph and ensured that a new generation of Triumphs would have much more flair than their ancestors.

Webster (a fast and enthusiastic driver) would often drive from Coventry to Turin and back in a weekend to confer with Michelotti about future products.

Because Webster was so successful with his new products, and could always convince his bosses (Alick Dick until 1961, Stanley Markland and Donald Stokes thereafter) of their worth, that generation of new Triumphs showed much innovation. In 1959 there were several types of new Herald, with a taxi-like turning circle. The 2000 saloon brought real refinement to the middle-class sector, while the TR5 was the first British sports car to have fuel injection as standard equipment.

At the same time Webster's team produced TRS racing sports cars which won the Team Prize at Le Mans, and later developed sleek, very fast little Spitfires which also won their capacity classes at Le Mans.

Webster was director of engineering at Standard-Triumph for more than a decade. After the formation of British Leyland he was moved to Longbridge to bring order to the faltering engineering operation at Austin-Morris.

But his six-year term was hampered by a lack of corporate vision and by industrial action, so in 1974 he moved on to become group technical director of automotive products in Leamington Spa. He retired in 1982, then was chairman of SKF Steel UK for five years.

A modest man, Webster was astonished to become an icon of classic car enthusiasts. Three years ago, when the two oldest TR2s of all were reunited, he was enormously proud to have them parked outside his house at Kenilworth for commemorative photographs to be taken.

So popular was he among his former colleagues at Standard-Triumph that a thriving appreciation society was founded in his honour.

He was appointed CBE in 1974.

Harry Webster married, in 1943, Peggy Sharp. She and their daughter predeceased him.



Oil Drips

OVTC Members Submissions



An Update on the Little Red Car by Brian Mills

Triumphs have been a part of my life for many years. In 1965 I bought my first Triumph, a TR4A. The little sports car was traded for a family appropriate Volvo in 1969. During the past 20 years I have restored and rebuilt many TR's. I also acquired a pair of TR4A's that I had begun to restore and hoped one day to have on the road. In 2005 a not to be missed opportunity came along and I was able to buy a running TR4A for my wife on Mother's Day.

My son, a professional mechanic and I spent an afternoon with the car on a hoist. We considered it a reasonable buy. Although the car contained a lot of goodies it also had many problems – it would hardly run.

The ignition points were completely cooked! Further investigation found the following:

- A) Resistance spark plug wire and resistance plugs were both being used – one or the other – not both. I made a set of solid copper ignition wires and fitted resistance spark plugs.
- B) A more serious issue was that the ignition coil fitted was one that required a ballast resistor, thus the reason for the ignition point condition. In the future I will up grade to the later TR6 system which gives extra spark energy at cranking speed for easy starting with high compression engines.
- C) There are other issues with the ignition timing that have to be put right. I am not completely happy with the present results.

The cars fuel system also needed attention. The car came with 42DCOE Weber Carburetors, very sexy, but ran like a cow. The main problem was that the block intake manifold gasket, a stock unit was a very poor fit and leaked so bad the car was idling on two cylinders. I took the Webers off and put on a pair of SU-HS6. I had a new set of gaskets custom made for the Webers, but have yet to put them back on.

Oil Drips

OVTC Members Submissions

A poor attempt at derusting the gas tank had left a lot of crud in the bottom. I got another tank from my parts garage, had it cleaned up, coated and painted. I installed the tank along with a ball valve shut off in the trunk. The ball valve shut off is a method of thief protection.

One sunny day I took my grandson for a spin through downtown Bells Corners. We came home on a flat bed. The pivot pin fell out of the fuel pump. My son found a source of performance racing fuel pumps made in Italy which could be combined with the prime lever base of the original pump. I had to detune the performance to something the SU float valves could handle.

The main reason I have not rushed to put the Weber Carburetors back on is that the car has a good camshaft, 10.5 compression ratio, a well prepared engine, exhaust headers etc. I can put the tachometer off the scale – that is 7000RPM – which is more ponies than this old fart can handle.

When doing a grease job, I discovered that the IRS axle flanges were connected with grade 5 bolts. Both the IRS axles and the torque tube use special grade 8 bolts with a high shoulder area.

The clear hooters function was intermittent at best. The problem was that the ground straps in the rubber insulated steering coupling were missing. When that was corrected the horn relay died. When that problem was corrected the horns gave only a squeak. After a horn rebuilding session they are now very functional.

The heater was not installed. What a S.O.B. job that was.

I upgraded the front frame member to a unit from a late TR6. It had tow rings, mounting holes for an oil cooler and came with a front sway bar. This improved cornering considerably.

The exhaust system came with an excellent header, much flex pipe and a short TR3 muffler which was very loud. I fitted a modified stock exhaust system that works very well after the mouse nests were blown out at about 4000RPM.

The TR4, 5 and 6 have seats that toe in about 1/2 inch in 16 inches or about 30 which over the length of my legs is about 1-11/2 inches of offset – a lot. I made brackets to correct this offset which is more comfortable on long trips as the gas pedal aligns with the gas foot.

The car was fitted with a Surrey Top which I did not like! The thing they called the roof was a bad fit, almost impossible to put on and keep on. It also took up valuable space in the trunk. I went back to the rag top. I took a used rag top frame and was able to bead blast it in my enlarged bead blasting cabinet. With a little bit of paint it looks like new. The vinyl was reworked by Mr. Lee.



Barrett-Jackson Visit

OVTC Member Ed Kaye

Vivien and I had the pleasure of a short visit off a cruise ship by long time OVTC member John Day and his entourage early January. We had a tour of the island and a few pints of McGuinness before he had to embark on his next island stop. It was good to catch up on news from the “valley” and of course lots of chit chat about Triumphs (& Jags).

A couple of days later Viv and I were off on our own venture to the Rocky Mountain states to enjoy some much cooler weather and wide open spaces. One of our stops was a visit to the Barrett-Jackson car auction in Arizona. To a car enthusiast this is a “must do” on a list of thins to do before you die!



I was first there a dozen years ago, at that time we drove up to the site, parked on the side of the road, wandered around for a couple of hours getting up in front of the bidding and just basically enjoying the hype and activity. It is alot different today, it is a world known, heavily advertised and marketed event. We had to park miles away and shuttle in by bus, enter though a secure staging area where they checked for bottled water or anything else that could be deemed illegal. Yes, Viv got busted! We were then directed in the main entrance to a huge tent with Ford displays on one side and GM on the other, after that there were numerous trade show type exhibits from anything to do with cars and motorcycles to real estate and personal wealth portfolios. Out through the other end of the tent we found many other open sided display tents and that is where all the cars for auction were staged, all 1500 of them. From VW Bugs to Roadrunners to Hot Rods to a million dollar Hummer. You probably saw them on your TV.

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Barrett-Jackson Visit

OVTC Member Ed Kaye



There were only two Triumphs, a 1973 TR6 and a 1949 2000 Roadster. The Six was nice, an older restoration, all very nicely done but not, in my opinion, as nice as Bob Thomas' Six. It sold for US \$26,400. The Roadster was immaculate and boasted of many ribbons and trophies in various car shows it entered, it sold for US \$38,500. That my friends was a bargain. It just goes to show that you can never predict what will sell for how much. There were a number of Auston Healeys there and they were selling from \$57k and up, one went for \$99k - unbelievable. XKE's started at \$38k and up.

Due to the volume of people only registered bidders are allowed in the auction area, there is a spectator area but miles away from the action. Like so many other things in this world it is simply going a little sour due to its success. The good news though is that other auction houses are taking advantage of the influx of people and there are many other auctions in the area that week. They are more grass roots type where you can be up front and in the mix. Some have the same quality of cars and some have a few "drivers" thrown in. This where you will find the TR's, the Spits, Heralds and GT's. Some are full hard core restorations and some are drivers waiting to be loved. So keep this place on your list to visit along with Disney and Vegas and the Grand Canyon.



Heel & Toe

Triumph Gadgets & News

Hi Andre

This was on the 6-pack list this morning ... might be worth a note in the newsletter?

Cheers, Mike Graham

Maybe I've started a trend... I have been preaching this for years now. I even wrote about it briefly in my 6PACK articles (as well as mentioning it on this list a bunch of times_ and I have a pretty detailed write-up about it on my website:

<http://www.wbclassics.com/eng102-t.htm>

<<http://www.wbclassics.com/eng102-t.htm>> In short, yes the reduction in ZDDP in passenger car engine oil can lead to accelerated wear of camshafts and flat tappets. This is not the only reason that flat tappets fail though... there are a multitude, including a) they are soft and b) they're ground with the wrong profile. Overly aggressive camshaft profiles and excessive valve spring pressures are also contributors to early tappet failure. So don't just blame the oil.

The entire community of flat tappet engine experts feels the same way. The problem even reaches to NASCAR where Joe Gibbs' Racing now has their own line of in house formulated oils, which are super heavy on ZDDP for the extreme flat tappet setups that they run in NASCAR (over 1" lift with valve spring pressures exceeding 800lbs at full lift and 9500RPM!).

You can buy the Gibbs oil yourself, although I am perfectly happy with Delo (usually under \$10/gallon). The Delo gear oil is some good stuff too...

Oh, start stocking up. Diesel oil is next on the hit list for reductions in ZDDP. Only buy the diesel oils with the older CI-4 designation... CJ-4 has lowered levels of ZDDP. CI-4 should be available in most places through 2010.

Kai

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Kai M. Radicke
Wishbone Classics



Hi Mike, this is very interesting, I've been watching the "New oil formulations killing older engines" discussion on the Classic Motorsports forum <http://www.grmotorsports.com/board/viewtopic.php?t=22913>

It recommends Castrol GTX 20w50, which I use in my GT6.

André.



Snap & Click

We're All Shutter Bugs Photo's by Dean Hummel



OVTC NEWS & EVENTS

Keeping our members informed

February 27th 2007 730PM Monthly Club Meeting (clubhouse)

We will be back at the Manordale Community Centre building on Knoxdale Avenue this month. Hope to see you there.

Annual Multi-Club Darts Tournament – March 10 – 1:30 pm start

British cars, pubs, and darts They just go together.

The annual multi-club darts tournament will be held on Saturday March 10. Invitations have been sent to all of the other British car clubs in the area,. The preliminary responses from the other clubs have been encouraging, so we're hoping for a decent turnout.

We will be playing at GreenFields Pub in Barrhaven. They are located at 900 Greenbank Road, Unit12, Nepean. It is just a bit north of Strandherd. Their phone number is 823-9900.

Playing starts at 1:30 pm, so please try to arrive a few minutes before that if possible so we can set up the playing order.

Everyone is free to just show up on the day of the event, but if you would like to register your team beforehand, please send an email to me (dleblanc@businessaccelerators.ca) and let me know. Although it is not required, it would help me to receive an indication from people who know they are coming just to give me an idea of approximately how big to make the game ladder.

We'll have prizes for the winners and losers. Come on out for a nice social afternoon of beer and darts with the members of the local British car clubs.

OVTC NEWS & EVENTS

Keeping our members informed

February 27th 2007 730PM Monthly Club Meeting (clubhouse)

Livia, recieved this one in her email.

Sounds interesting, but runs on the Mosport weekend. I know where I'll be. MOSPORT!

MMSCC 2007 Castine Rallyfest information:

Released by: Dave Mendenhall Event Coordinator

January 27, 2007

The Mid Maine Sports Car Club is pleased to announce that the fourth annual Castine Rally/Sports Car Show will be on the weekend of June 23-24, 2007 in Castine Maine. This year, we are pleased to announce a partnership with The Flye Point Music and Arts Festival (www.fpmusicfest.com) in Brooklin, Maine for what we expect to be one of the more talked about sports car events of the New England 2007 season.

This music festival is held on one of the most outstanding shorefront properties in Maine offering breathtaking beauty on a thirty five acre point jutting boldly into the Atlantic Ocean. The Flye Point Music Festival offers world class music which will create a first class experience. We will have a classic car show at our secure corral and tent right on the festival grounds and join over 3500 people for non stop music from 11:00 AM to 7:30 PM.

The performers are listed on the web site www.fpmusicfest.com and spend some time looking at the photos, especially the 'aerial' views.

The Mid Maine Sports Car Club's site is www.MMSCC.com: go to the events page to find our downloadable reservation. We will have links to participating B&B's, and other useful information. The Mid Maine Sports Car Club cordially invites all European Classic Sports Car owners to join us and experience the coast of Maine for this very unique event. Our club is primarily a British car membership.

There will be a static sports car show during the music festival with judging by popular votes and presentations by some of the music artists. This is all day Saturday, then after a restful evening on the Maine Coast in one of our affiliate Bed and Breakfast Inns we will have a tour/rally on Sunday morning and a lunch and awards presentation following lunch (TBA).

Music Festival Tickets are sold on line at www.fpmusicfest.com.

Dave Mendenhall
Event Coordinator
MMSCC
1973 TR-6

OVTC CLASSIFIED SECTION

One owner's junk is another's treasure!

A new thing for the Classifieds.

From now on you will see a number at the end of the ad, 2 or 1. Ad's will appear in 2 issues and count down, if you need to extended or remove the ad email me andre@justdrive.ca

"WANTED : Aluminum block 215ci (3.5L) V8 motor & transmission from TR8 / Rover / other.
Call Eric Taylor, 613-756-2763 or email canoes@nrtco.net" [2]

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) [1]

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 [1]

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. [1]

For Sale: Removable fibreglass hardtop for TR7/ TR8 convertible, black exterior, white padded head liner. [1]

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. [1]

For sale 1982 Triumph TR8 Convertible 46856km, VIN STAPL4582CA 40769/ original owner, excellent condition, asking \$14500 819 985 2656 after 6.30 pm. [1]

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. [1]

For Sale: Removable fibreglass hardtop

for TR7 / TR8 convertible, black exterior, white padded head liner. [1]

Wanted
1980-1982 silver TR7 or TR8, must be in excellent condition. 591 688 9740
lbauc511@rogers.com [1]

Wanted
1500 Spitfire engine Randy Ward Work 819 994 9110
Home 613 283 9728 [1]

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 [1]

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

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



A real estate advertisement for E.T. (Evan) Davies, ABR. It features a diamond-shaped portrait of a man with a beard and mustache. To the right of the portrait is a red banner with the name "E.T. (EVAN) DAVIES, ABR" in white. Below the banner, the text reads "ASSOCIATE BROKER ACCREDITED BUYER REPRESENTATIVE" and "Phone 'ET' For A Home". At the bottom left, contact information is provided: "200-1335 Carling Avenue Ottawa, ON K1Z 8N8 BUS: (613) 725-1171 FAX: (613) 725-3323 TOLL FREE: 1-800-307-1545 www.ctihomes.com". At the bottom right, there are logos for "MASTERS SALES AWARD" and "ROYAL LEPAGE Team Realty".

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