



# OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

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*July, 2000*



***An inside shot of this years Richmond show.  
Were the bonnets tipped for show or for drainage? You decide.***

- ***The Richmond Show***
- ***TR6 Maintenance Tips***
- ***has your membership expired?***

Send Newsletter submissions to: OVTC, c/o 8 Pentland Crescent, Kanata, Ontario K2K 1V5

[Ovtc@home.com](mailto:Ovtc@home.com)

Web Site: [www.geocities.com/ovtc\\_2000](http://www.geocities.com/ovtc_2000)

Cover: cars at Richmond 2000 show

**NOTICE! JULY Meeting location change – at the home of Brian and Pat Mills See map later in the newsletter**

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**Message from the President:(Mike Graham)**

Well after eleven years I guess it had to happen once. We were pretty much rained out for most of the day at Richmond this year. Mind you it was not just any rain, but a record rainfall for that day of 46.4 mm. However, on the positive side we had a darn good turn out of cars of all marques and had participants from New York State and Montreal who braved the weather to make their annual pilgrimage to the best car show in Eastern Ontario. These guys were both very keen to say the least. The New York entry came in a TR3 with no side curtains and the Montreal entry was a Jaguar 120 with no top! Talk about dedication.

Later in the afternoon the rain finally stopped and cars lined up in the field to enjoy the little sunshine that appeared. Low and behold cars started to arrive as soon as the sun started to shine and we ended up with a pretty good selection of cars. In spite of the weather, everyone seemed to enjoy themselves. In fact, braving the weather seemed to be a bit of a rallying cry and a good time was had by all. Special mention should also be given to Fred from British Motor Sports who was the only vendor to arrive. Fred drove up from Mississauga despite the weather and even brought coffee for the first brave souls to arrive.

The next couple of weeks should be fun. On

Sunday, 16 July we have the fun rally at the Tierney's starting at 11:00. The run will be on paved roads and will be followed by a BBQ. Hope to see a good turn out at this event. The next regular meeting (25 July) will be hosted at the home of Brian and Pat Mills (see map elsewhere in this issue). In addition to providing a tour of his facilities, Brian will give one of his informative talks ... this time on hydraulics.

I have decided to no longer predict when my TR6 will be back on the road. Each step along the road to recovery is fraught with unexpected delays as new "small" problems arise that require new parts to be ordered. However, one of these days (or meetings) I hope to be up and running in the six.

Cheers, Mike

**Report from Last Meeting**

The June Meeting was originally cancelled in lieu of the Richmond Show. As it turned out we had more of a meeting than a show. We had a good showing of cars, plenty of time to kick the tires (tyres?) and a strong feeling of camaraderie. As John Day was to say later the following day.. *At least it was a RECORD rainfall (46.4 mm) that stopped the show – nothing less would 'dampen' the spirits of LBC lovers (& other marques) yesterday. While we literally & figuratively 'took a bath' with the show for the first time in 11 years, the main motto of the OVTC remained firm: "A good time was had by all!" Cheers, JD*

At one point only VW's and Amphacars could have made it through the rain. The show was quickly re-routed into one of the barns. One of the vendors, Fred, made a road trip to the local coffee shop and returned with a tray of coffees for all. His ad appears later in this issue, please support the vendors – they support us! As you'll see from some of the photos we had a good collection of TR6's, four or five MGB's, an MGC, an MGB-GT, a Mini, a pride of Jaguars (3 E-Types and an XK120, a TR3 all the way from New York (without side curtains!)

Of course, the way that John Day and Peter

L'Abbé were admiring the TR3, the side curtains might not be the only thing...

We even had a couple of pieces of American iron, a late 60's Camaro and an El Camino SS. Outside we came across an Austin Morris, an Austin Healey and another MGB

The moderate showing of cars and the slightly larger audience allowed us more time to kick a few tires, swap a few stories and ask a few questions.



After seeing Bob Thomas' TR6 engine compartment more than one of us started to think about repainting the engine compartment.

**Calendar of events**

July	16 (info later in newsletter) - rally ending at Al Tierney's 25 – Regular meeting will be held at home of Brian and Pat Mills – Hydraulics de-mystified (tour of facilities and general chit-chat)
August	19/20 BBQ at Steve Bourne's (To be confirmed)
September	26 – meeting at clubhouse
October	24 – meeting at clubhouse
November	28 – meeting at clubhouse
December	TBA – Christmas Party

If you look closely you'll see this photo was posed. *Really,... how could an E-type be behind a Camaro?*

At one point the sun really did come out!



A Healey with a Dealer plate.



**Email**

If you would like to receive your newsletter via email (the photos are in colour !) please contact Andrew Miller.

Email address for the Executive and the club itself are listed on the last page

**Regalia**

We are always looking for suggestions for new regalia items ... so if you have any ideas please let us know.

See Gord Robertson (the guy with the blue suit case ) at the monthly meetings.



ITEM	PRICE
Club licence plate frames	\$4
OVTC crest lapel pins	\$4
OVTC crest patches 3"	\$4
T-shirts – S&C auto show	\$5
T-shirt – Ottawa Valley Triumph Club Fronts & Backs'	\$12
Baseball hats – new style	\$8
Baseball hats – OVTC crest	\$8

**TRF Summer Party Aug 11-13.** John Tierney and Dave Huddleson are already signed up. Ted Neilson is also keen and will likely tag along (again!). Bob Thomas is keen but is arranging his calendar before committing the \$US 80. or so to register... Anyone else interested to camp along with us should get in touch. It's NEVER too late to register, it just costs more as time goes by! The British Invasion X, Stowe, Vermont, Sept 15-17. Dave Huddleson and family are going, not aware of others already committed. Over 600 British cars, motorbikes (and over 40 Land-Rovers!). A very scenic location, and a nice way to end the driving season. Registration is about \$US 40 in advance, but remember Stowe hotels/motels are typically over \$US 100 per night, and book up by late August! (dh has info)

VTR Mid-Atlantic Regional Convention, Richmond, VA, July 12-15. See their Web site at [http://www.tsquare.com/rtr/vtr\\_rgn.html](http://www.tsquare.com/rtr/vtr_rgn.html)

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**Bentley Manual for TR2/3**  
Dan Buettner ([danb@thelittlemacshop.com](mailto:danb@thelittlemacshop.com))

has scanned the Bentley Manual for TR2/3. He started the project in October and has just finished. Copies of the manual are available in Adobe Acrobat format. The complete manual is 115mb.

I have downloaded the complete manual as well as each chapter separately. I have burned a CD with chapters as well as the complete document.

If you would like a copy of the manual on CD please contact Andrew Miller – copies are available from Andrew on a cost recovery basis (\$1 per CD) with a suggestion that you contribute to the Dan Buettner renovation fund either in cash, kind or a thank-you.

**DISCLAIMER:** I am providing this document so that others, like myself, can have a copy of this most valuable book to use in their shop or to keep in their boot and thus preserve their original for some time to come. I suspect that the publishers of this book might not be terribly happy about the project I've completed, but since they've had the book out of print for nearly a quarter century, I don't think I'm cutting in to their profits in any way. I am not realizing any sort of profit on this myself. Nevertheless, I make the following disclaimer: you should really only be using this electronic copy as a backup to a legitimately-owned printed copy; if you use this electronic copy and don't own the real book, you assume all responsibility for any copyright violation which may have occurred.

Cheers,  
Dan.

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### Maintenance Tips

#### Accelerator Shaft Bushings (TR6)

Mike Graham

Many people had warned me about how much trouble these little plastic bushings were to install. After doing some research on the various Triumph lists on the Internet, I discovered a few tricks I thought I would pass on to others. Of course, the bushings are easier to put in when the engine is out! However, two things did make

installation easier. First, I reduced the diameter of the "wall" of the bushing on one side (the one you push into the hole in the bulkhead). I reduced it from its stock diameter of 0.90 inches to about 0.75 inches. You can do this easily by putting a 3/8 inch bolt through the bushing and locking it in place on the bolt with a nut (see Figure 1). The bolt can then be held in a hand-held drill or drill press, while the bushing is filed down to size as it turns in the drill. After one side is reduced in size, the bushing should be soaked in boiling hot water to soften it a bit before you press it into place. With the side that is to be inserted reduced in diameter, the bushings are much easier to insert and there is still enough material to hold the bushing in place.

### **TR6, Crankshaft Thrust Bearings/Washers.**

From BritCar Sales & Service  
Shop: (905) 576-6444

The TR6 engine has a tendency to wear and spin the crankshaft thrust bearings/washers resulting in major damage to the crankshaft and the engine block. Such damage may require replacement of these expensive components.

These thrust bearings/washers are fitted to control the crankshaft end-float and also to take the loading imposed on the crankshaft when the clutch is disengaged/engaged. The washers are not fed with oil under pressure but receive lubricant as "thrown off" of the crank rear-main bearing. Unlike the TR4 engine which has complete/circular bearing/washers, the TR6 has only half/semi-circle thrust washers resulting in a "doubling" of the thrust load. The bearings/washers are also fitted "above" the main bearing, so residual oil drainage is in the opposite direction and away from the thrust faces. Starting an engine (that has been sitting, for any length of time), on choke high-idle speed, (or worse, high revving immediately on start-up), with the clutch pedal depressed may seize and spin the thrust bearings/washers instantly, resulting in major internal engine damage.

To avoid unnecessary wear and damage to these thrust washers/bearings, which can occur when starting the engine with the clutch pedal

depressed, **START THE ENGINE WITH NEUTRAL GEAR SELECTED AND DO NOT DEPRESS THE CLUTCH PEDAL.** This will relieve the clutch-generated end-thrust and permit oil to flood between the thrust faces prior to operating the clutch.



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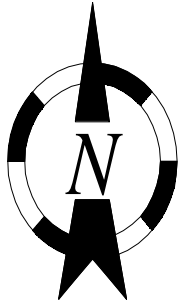
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### Membership Expiries

June is the regular membership renewal month. If your membership has expired please renew it immediately to continue receiving the newsletter. The July issue is a grace issue and is sent to all registered members. The August newsletter will be sent to all paid-up members. If your mailing label has the word FINAL then we have not yet received your dues. *(For those who noticed the high moral tone – I did renew my membership last week- Ed.)*



OVTC *Overdrive* July 2000

Knoxdale Road

**X**  
Club House

Hunt Club Road

Greenbank  
Road

Woodroffe Ave

Fallowfield Road

Ettrick Cres.

**X**

Petro Canada

Larkin Drive

Barrhaven Mall

**Brian and Pat Mills, 53 Ettrick Cres.**

(ninth road heading West on Larkin --  
take second turn to Ettrick and house is second on left  
(West)

If you have any problems call **825-1698**

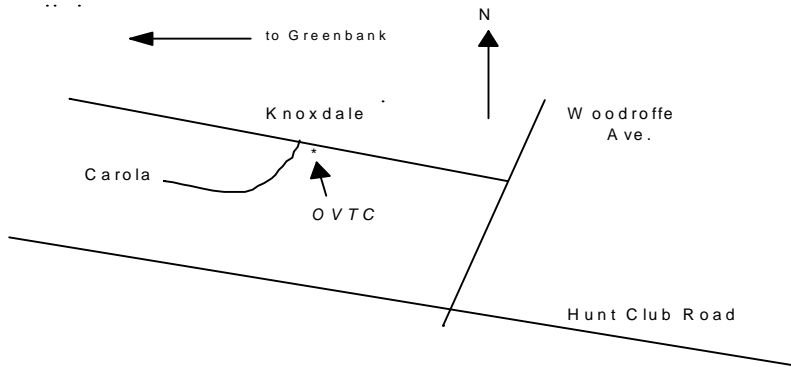
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The Ottawa Valley Triumph Club is comprised of approximately 65 members. The Club meets at 7:30p.m. on the fourth Tuesday of each month at the Manordale Community Centre, Knoxdale and Carola (see map). Meetings include technical seminars, video presentations, restoration techniques and much more. The Club also publishes a monthly newsletter, *Overdrive*, which is distributed to members. *Overdrive* is also exchanged with newsletters from other clubs.



Membership is open to all individuals and companies interested in Triumph sports cars. Membership is \$30.00 per year (June/June) per household and \$60 per year, corporate. **Please send membership application to: OVTC c/o 5053 Limebank Road, Gloucester, Ontario K1X 1E8**

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

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