



# OVERDRIVE

*The Newsletter of the Ottawa Valley Triumph Club*

October 2001

## *Gatineau Bound ... A Traffic Jam of Triumphs!*



## *Gatineau Fun Run*

Well it took us a couple of years to make it out to Louis Boucher's to see the great work he is doing on his 58 TR3, but it was well worth the wait. We started the morning by meeting at the parking lot next to the Champlain Bridge. From there Louis and Roly in the official pace car lead us through the Gatineau park up to Champlain lookout. It was a fantastic day for a run.



## *Ready to Roll*

The sun was out and the leaves provided a brilliant display of colour. No wonder we had the best turnout for an event in recent memory. I believe there were 14 cars and about 25 people. From the lookout, we heading back down to Aylmer. Louis had everything arranged for our visit. Beverages were on ice and snacks were available.

The highlight of the day (at least for the guys) was the tour of the double garage. It was great to see first hand the



## *Leaders of the Pack*



***Happy Souls All!***



***The Completed Chassis***

progress Louis has been reporting in pictures at the various meetings. He has done a super job of his frame up restoration. The rolling frame is complete and spotless. The engine and transmission as well as all of the brake and fuel systems have been totally renewed.. It is a great inspiration for anyone about to tackle such a project (and a great advertisement for the nice finish that can be had using POR15). The other side of the garage was equally impressive. Louis is hand-building the entire front of the TR3 using Peter L'Abbe's as a model. Louis

plans to have the car on the road in the Spring, and I can attest to the fact that all of us who saw his work have no doubt that he will be on schedule.



***A Work in Progress***

After wowing us with his mechanical and body working expertise, Louis

proved to be a great BBQ chef as well.

Hamburgs and hotdogs were cooked to perfection. It turned out to be a fabulous day, and we are already planning to convince Louis to make this an annual event. A great day of driving, friendship, and tire-kicking. What else could be better in the Fall than that?

Thanks again Louis for sharing your hospitality with us all.



***Some People Needed to be Encouraged to Leave!***

### ***Technical Articles***

***TR6 upper wishbone support bracket*** by Pete Chadwell (from Triumph Mailing List, with permission)

I'm still fiddling with the repair to my right front upper wishbone support bracket. I thought I'd let the list populous know I have "designed" reinforcement plates to close off that open box which serves as the chassis support for the upper wishbone fulcrum pin. It's basically the same idea as "boxing in" the differential mounts

I've provided a large opening for access to the brake line. On my TR6, the 'nuts' which secure the upper



wishbone fulcrum pin are welded to the inside of that box, so there's no need to access them with a wrench. Some may not want to do this if access to these nuts is necessary, as I gather that on earlier cars (TR2, TR3, TR4) the nuts are not captive.

As I've described, the part of this 'box' to which the fulcrum pin bolts has separated along the rear edge, where the weld has broken. The crescent shaped cut-out in this plate, which fits around the back of the shock tower has separated from the tower as well, and is lifted upward about 0.5 inch. Bad news. Also, there is a crack propagating at the forward, upper corner of the box (directly above where the brake line passes through the box).

As one who would prefer that the front wheels remain firmly connected to the chassis while driving, closing off the open side of this box once the other parts are brought back into proper alignment seems prudent. I will be adding these reinforcements to the other side as well, although everything appears to be intact on the driver's side. Anyone who would like to see the drawing for these plates, please contact Pete (pandachadwell@mac.com).

***TR-4 Through TR-6 Transmission Installation*** by Power British (originally posted at <http://www.pond.com/~britcars/techtips.htm>)

While removing the transmission from these mid-year triumphs couldn't be easier thanks to the separate gearbox cover, reinstalling the transmission can sometimes be quite difficult, especially if it is equipped with an overdrive unit. Supporting the weight of the transmission while aligning the input shaft splines with the clutch disk can be a tiresome task, even with a helper.

Try this tip. From your local hardware store, purchase two 5/16 x 24 UNF bolts about 3.5– 4 inches long. Remove the outer two mounting studs from the top rear of the engine block. Cut off the heads of the bolts and round over the ends with a file. Install the longer bolts in place of the studs. Now you can slip the transmission onto the longer pins and align the input shaft while the pins support the weight of the front of the transmission. Once the transmission is mated up to the block, install all of the bolts, then remove the longer pins and reinstall the original studs. Simple!

Adds Kai M. Radicke to his posting on the list ... It is quick and easy ... and the dowels you end up making, take most of the load. I've used this method numerous times, and each time have just been able to slide the gearbox right up to mate with the engine block, no hangs ups at all on the disc splines. If you do however have the splines still not wanting to cooperate with their matched partners on the clutch disc, just remember to rotate the tailshaft a few degrees each way (in fourth gear, well you don't have to, but then it is a 11 to turn) ... and you should be able to line up the input shaft splines with that on the clutch disc and you should feel the gearbox move forward easily.

## ***Humour***

***Listen to Your Wife***, by Bob Fabie, Fredericksburg, Virginia.

This past Friday night, I drove my 1975 TR6 to a local parking lot car show. As I was showing off the car to an admirer and pointing out how the gauges looked like new since I disassembled and cleaned them, I switched on the lights to showcase their brilliance — nothing but darkness on the dashboard. Headlights and all the other lights worked. In a panic, I opened the bonnet and checked the fuses. Within minutes, I had the rocker switch in my hand checking the connections. I began to imagine the worst Lucas nightmare one could think of.

As spectators walked by I could almost hear them mumble under their breath as I continued trying to resolve the problem. It stumped me for several minutes (felt like an eternity). Absolutely everything on this car works all the time and these types of problems simply don't happen. I'm surrounded by many friends who are "mechanically gifted", but none offers a viable solution. Out of nowhere, MY WIFE asks, "could the dimmer

switch be turned down?” YES!!! YES!! YES!! Moral of the story ... Listen to your wife — sometimes.

***Water Pump Replacement***, by Ed Quinn, 1972 TR6, Walnut California

Just a lesson that I'm sure you've all had when replacing the water pump, mine is still fresh from last night.

- 1) Always have a freshly painted engine compartment when the water pumps decides to leak whilst driving and immediately bake on that custom mottled design from the antifreeze. You'd pay a fortune for that kind of customization.
- 2) During removal, that bastard pipe running to the rear of the engine has two sizes for wrenches that no one owns, or the PO bugged them up so bad that the only thing that fits is your bleeding hands, or the ever popular and versatile pipe wrench which makes it impossible to ever refit.
- 3) When the bastard pipe comes loose and you have removed the pump housing, be sure to leave the small bent rubber hose attached which promptly gets the pipe wedged between the block and exhaust manifold. Merely pull it hard enough from under the exhaust manifold, such that the pipe resembles a javelin embedding itself in your radiator — (see “whip out checkbook” steps 1 through 4).
- 4) Removing the water pump from the housing is a treat, you can jack the pump out from the housing with the nuts, provided that you don't try to do it with one nut still snug. Then remove the bent and stripped stud and replace with one with different thread to which you have no nuts.

During reinstallation:

- 5) Remove javelin from radiator and clean out immense amount of rust
- 6) Shove javelin back into position, being sure to temporarily arc weld it to the hot side of your starter
- 7) Offer up water pump to block, insert bolts and tighten
- 8) The reason the bottom bolt is so tight, is that the fan belt you let stay in the bottom of the engine compartment is wedged behind the pump housing. Continue tightening until you need a new belt. At this point it is sufficiently tight.
- 9) Remove bolts, curse, after removing scrap rubber, re-tighten all bolts.
- 10) Use oversize pipe wrench to damage both bleeding knuckles and bastard pipe
- 11) Remove bolts once again from water pump to install alternator bracket.
- 12) Re-bend fuel pipe to different location, cut new rubber fuel pipe to bridge the larger gap near the carbs.
- 13) Tighten all hose clamps
- 14) Add antifreeze, note dripping noise.
- 15) The little bent hose that caused the “javelin effect” is now cleaning the starter, frame and garage floor with a half gallon of expensive antifreeze (after being dragged under the exhaust manifold twice). Remove hose and trim carefully with razor knife, reinstall and wipe blood from intake manifold, exhaust manifold, left fender etc.
- 16) Chase dog from garage as they seem to enjoy the antifreeze more than yourself, wipe up with same blood soaked rag used in 15.
- 17) Add more antifreeze
- 18) Step back to admire a job well done!!!

### ***Warm Welcome to New Members***

The OVTC would like to welcome three more new members. The first one is a familiar name to some **David Jones-Delcorde**. David was a member back in 1995–1996. David is now doing car appraisals and looking for some exposure in the newsletter. Perhaps we will have him speak at our November meeting.

The next new member is truly new. **Paul and Wendy Beard** have joined, and they bring with them an unusual Triumph — a red 1977 Stag! Considering that the Stag was only sold in North America from 1971 to 1973, and that 1977 was the last year of production, this makes Paul and Wendy's car very rare indeed in these parts. We'll try to have more on just how the Stag came to Canada and to Ottawa in the next newsletter.

Third in the list of new members are **Dave and Elaine MacNaughtan** of Kemptville. David just bought a 1969 Spitfire Mk III and has started to sort out what is needed to get the car back on the road. It should be at our first meeting in the Spring.

### ***October Meeting***

***Please note there is no regular meeting this month.***

***November Meeting*** — Scheduled for 27 November at the clubhouse.

### ***December Meeting — Early Notice***

We are planning our Christmas party for 9 December this year. Details to follow, but please mark this date on your calendar. It is always lots of fun.

### ***Wanted and For Sale***

**1980 Triumph TR7 Convertible**, 5 speed manual, fully rebuilt engine (less than 1000k on it), New clear coat red paint (done at a Honda dealer with Honda specs, car parked in indoor since), new tires, exhaust, starter, alternator, battery, clutch, breaks, water pump and many more, Almost every thing has been changed. Comes with many parts. Looks and drives great. Asking \$6,000. Mahmoud Elzeftawi, Work 65-4986, Home 839-9990, (mod\_elzeftawi@hotmail.com).

**1967 Triumph Spitfire MK 3**, New paint, seats, and soft top in 1994. Running order, winter stored indoors, selling as is, asking \$4700. Derek Abdalla (kathy@travel-net.com) Come take a look, Derek 825-0233.

**TR7 Block**, I'm looking for a re-buildable TR 7 block. Doug Cane, Mississauga, Ontario, (905) 821-7537, (doug.cane@sympatico.ca).

### ***Our Sponsors***

**British Auto Sport** (Fred ), 3354 Dwiggin Avenue, Mississauga, Ontario, Canada. Tel: 1-888-485-2277  
Authorized distributor for TRF, Moss, Victoria British, and Panasport.

**British Car**, PO Box 1683, Los Altos, CA, 94023, USA. The American magazine for Triumph enthusiasts who love English cars. To subscribe call: 1-800-949-9680. Mention the advertisement in our newsletter and get one extra issue free. Rates: 1 year (6 issues) \$22.95 USD, 2 years \$39.95 USD.

**Bytown British** (Ned Loughrey), 1003 Cummings Avenue, Ottawa, K1J 7S2, Tel: 613-744-4900. Repairs to keep your sports car on the road.

**Lant and Company, Insurance Brokers** (Tony Lant, President), Tel: 1-800-461-4099, www.lant-ins.ca  
Representative for Custom Wheels and Silver Wheels Insurance.

**KDC** (Kim Chevalier), 98 Bristol Road, Newmarket, ON, L3Y 8B5. Tel: 1-888-250-4917, www.kdcwear.com,  
Email: info@kdcwear.com Embroidery, Digitising, Screen Printing, and Garment Sales.

The Ottawa Valley Triumph Club is comprised of approximately 65 members. The Club meets at 7:30 p.m. 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 per year, corporate. **Please send membership applications** to: OVTC c/o Vivien Kaye, 1710 River Road, Manotick, ON, K4M 1B4.

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

### **OTTAWA VALLEY TRIUMPH CLUB**

c/o 2422 Fairmile Road  
RR4 Kemptville, ON  
K0G 1J0

### ***OVTC Executive for 2001–2002***

#### ***President***

Stephane St-Amant – Tel: 819-643-9047; Email: [steph71tr6@crosswinds.net](mailto:steph71tr6@crosswinds.net)

#### ***Past-President***

Mike Graham – Tel: 613-258-2901; Email: [mgraham@achilles.net](mailto:mgraham@achilles.net)

#### ***Treasurer and Membership***

Vivien Kaye – Tel: 613-692-1880; Email: [vkaye@rci.rogers.com](mailto:vkaye@rci.rogers.com)

#### ***Vice-President***

Rob Christopher — Tel: 613-271-8696; Email: [robc@cisco.com](mailto:robc@cisco.com)

#### ***Newsletter Editors***

John Day – Tel: 613-723-9876; Email: [dayj@inac.gc.ca](mailto:dayj@inac.gc.ca)

Mike Graham – Tel: 613-258-2901; Email: [mgraham@achilles.net](mailto:mgraham@achilles.net)

#### ***Social***

Bob Thomas – Tel: 613-926-0842, Email: [bthomas@ripnet.com](mailto:bthomas@ripnet.com)

Louis Boucher – Tel: 819-682-0707; Email: [louisboucher@videotron.ca](mailto:louisboucher@videotron.ca)

#### ***Regalia***

Roly Mailloux – Tel: 613-226-8708; Email: [asko57@hotmail.com](mailto:asko57@hotmail.com)

#### ***Webmaster***

Andre Rousseau – Tel: 613-590-7365; Email: [andrer@mac.com](mailto:andrer@mac.com)

*Please send submissions for **OVERDRIVE** to: 2422 Fairmile Road, RR4 Kemptville, ON, K0G 1J0, or electronically to: [mgraham@achilles.net](mailto:mgraham@achilles.net)*