



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

April 2002



New Triumph Support Vehicle? Volvo Hogster ... seen at the 2002 New York International Auto Show at the Jacob Javits Center in New York, Wednesday, 27 March 2002.

March Meeting Report by John Day

I guess there had to be some price to pay for such a mild winter, and the month of March was it! Even by the fourth Tuesday, there was a nasty storm that kept all but the most die-hard members away. In fact, only 5 of us showed up: yours truly (because I had to open the clubhouse), Gord Robertson, Roly Mailloux, Jeff Patterson, and David Huddleson arrived. The first three of us probably live the closest to the clubhouse, and the latter two had 4-wheel drive! After about a half hour, we adjourned to the nearby Tim Horton's for a 'Rrrroll up the Rrrrim' contest, to complain about the weather, and console ourselves that the cars would be out soon, despite what it looked like that night. Without a doubt, the current weather means there should be some Triumphs at the April meeting (so long as we don't trade snow for rain in April!).

April Meeting — Bodywork and Painting

The April meeting will have our intended March meeting presentation by the Haasper's, Wilf and Livia, on their Spitfire restoration work. With any luck, it should be a nice night for a season-opening tire-kicking session, too! Hope to see you all there!

Targa Tasmania Meeting by MCO by John Day

The night following the OVTC March meeting had a special presentation on the Targa Tasmania at the MotorSport Club of Ottawa's meeting. Doug Mephram had been a participant in this well-organized rally in the land even further down under, just off the south coast of Australia. Roly Mailloux and John Day were in attendance to see some amazing

video footage of all sorts of cars participating in this event. There was close to 300 cars from all over the globe participating in the event, from a Fiat 600 to a Lamborghini Diablo, as well as some factory cars from the likes of Porsche. There was even a vintage model 356 from the Porsche factory that had been shipped over specially for this event.

Doug described in great detail the personal experience of participating in such a world-class rally. He had an 80's Volvo 145(?) sedan, all specially prepared for the demands of such a competition. He explained that due to the early penal colony days of Tasmania, like Australia, most of the roads had been made by hand by the prisoners. No fancy tunnels to bypass the rough terrain – the roads just go up & down & around the hills & valleys. This makes an incredible natural setting for a road rally, and the footage certainly indicated the challenges faced by the competitors.

Part of Doug's visit was to promote the upcoming Targa Newfoundland rally, this September xx-xx. Doug explained the similarities between the two events: the regions, somewhat depressed economically, are both anxious to promote tourism, and the rallies also help bring in needed cash in direct and indirect spending. Doug also described the naturally friendly & accommodating nature of the residents. These are week-long rallies, where the participants pretty much take over the area for the time they're there. The locals were very excited to witness the event: school kids even got the day off when the racers were in their areas. Housewives were providing baked goods to some rallyists who broke down in their front yards, Doug said! Anyone planning a vacation on 'the Rock' this fall should certainly arrange to check out the rally. There's more detail available at www.targanewfoundland.com. Go for it!

Distributor Replacement by Brian Mills

(Part 3 of a series on engine timing, Parts 1 and 2 in the February and March issues of Overdrive)

This article describes the procedure for placing the distributor drive gear in the correct relationship to the gear on the camshaft. Simple eh?

Before I describe how to do this, let's look at what the finished position of the distributor should be when we are done. In the TR2, TR3, and TR4 engines and in the 6-cylinder Triumph engines, an indication that the distributor is in the correct position is that the low-tension terminal on the distributor is at a 90 degree angle to the block of the engine.

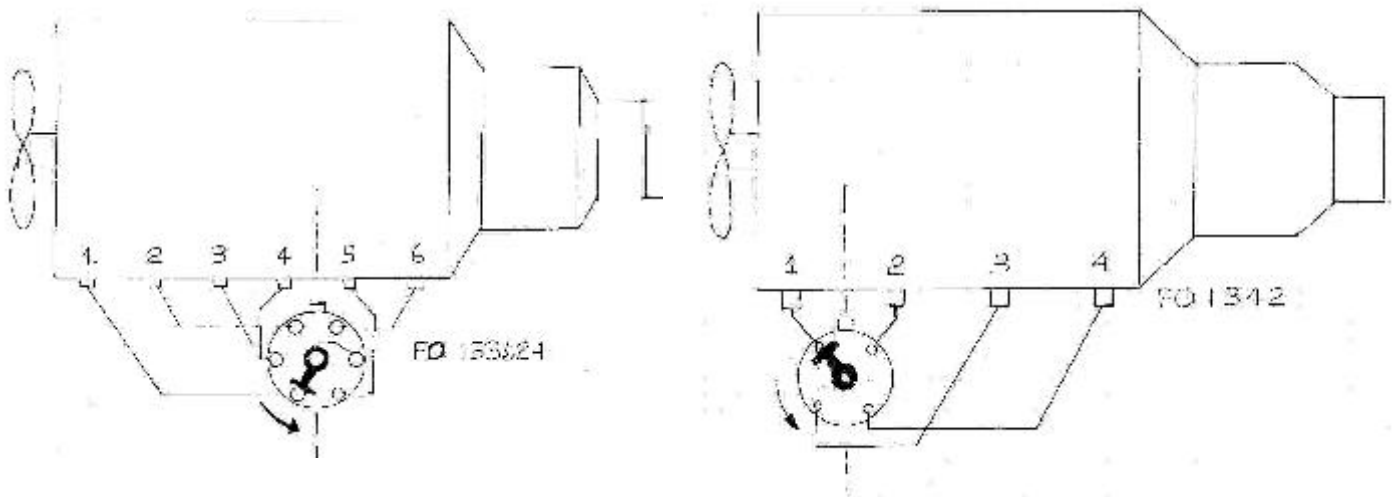


Figure 1. The correct position of the distributor, rotor, and high-tension wires on a Triumph 6-cylinder engine (left) and 4-cylinder-engine (right).

Figures 1 shows the correct position. These diagrams also indicate the correct layout of the high-tension wires and the

position of the rotor. If the position of your distributor does not look like this, there is a possibility the rotor and the posts on the distributor cap will be misaligned. This can cause some strange problems.

Whenever you are removing the distributor, it is a very good idea to observe the position and alignment of all of the components. Note the distributor position, the wire connections, and the rotor positions.

To install (or correct) the position of the distributor gear, the engine is turned over so that it is at number 1 cylinder, top dead centre – compression (firing point). In this position, both valves in the number 1 cylinder are closed; therefore, both valve rockers will not be tight. Whereas, the cylinder at the other end of the block will be in crossover, and both valves will be slightly open, and the rockers will be tight.

Installing the distributor when you are rebuilding an engine is straightforward because the oil pump is installed after the distributor gear is installed. Simply put the gear in the position shown in Figure 2 (for a 4-cylinder engine) or Figure 3 (for a 6-cylinder engine). Be careful that the gear is well seated. The distributor drive gear also drives the oil pump.

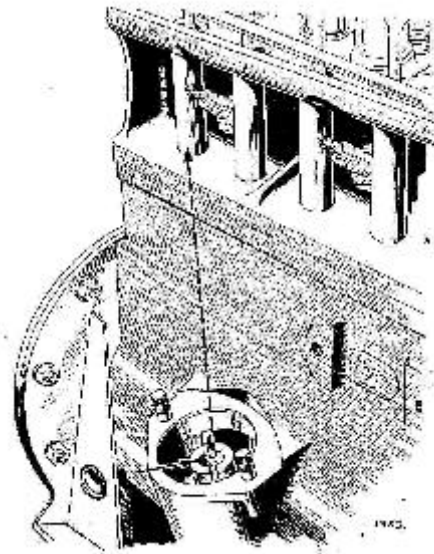


Figure 2. For a 4-cylinder engine, the driving slot is aligned with the push rod tube when number 1 piston is at top dead centre compressions stroke. Note the offset shown by the arrow.

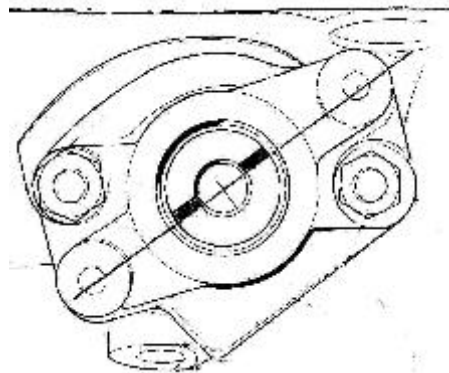


Figure 3. When the gear is properly installed in a 6-cylinder engine, the drive slot is aligned as shown (note the offset).



Figure 4. The distributor gears from a TR4 (top) and TR6 (bottom) with the modified bolts used to position the oil pump. Note the white dot on the TR6 gear to help reduce confusion when trying to align the gear.

It is a little more of a challenge to fit the gear when the oil pump is installed. Because the teeth on the gear are bevelled, the gear rotates as it is being put into position. As well, the tang for the oil pump drive must be aligned such that it will engage ... more fun.

A few simple tools help a lot. A long 0.5-inch diameter bolt that is modified with a hacksaw will make a tool for aligning the oil pump drive. Note that the oil pump tangs are different for the 4 and 6 cylinder engines, so you will need to modify the bolt to match your engine type (see Figure 4).

The other tool that is very helpful is a strong magnet, which is used to hold the gear when you are putting it in place and also lifting it out. It usually takes several tries before you get it right, and the magnet is extremely useful for getting the gear back out. Another small trick I use is to put 'white-out' on one tooth of the gear. This gives you a ready visual indication of where the gear ended up on the last try, and can save much confusion. Be careful to ensure that the gear is seated properly. It takes some fiddling around to get the gear in just right, and you may need to take a break or two before you are finished.

Good luck.

Boot'n'Bonnet Club Autojumble in Kingston (7 April 2002) by John Day

With what was hopefully a sign of things to come, the afternoon of April 7 was a clear (though still cool) day, so what better chance to check out an Autojumble? The Days, amongst other members through the day, made the drive to Kingston to check out the B'n'B Club's annual British car autojumble. We met up with our loyal Richmond show vendors (Kim Chevalier, Fred McEachern, and Martin MacGregor), plus another possible vendor for the show — DRB Motors, who deal in automotive books and literature of all kinds. John also chatted with one of the 'car boot sale'-type vendors, who happened to be looking for TR3 stuff. After a little bit of chatting, John had a list of parts to check out for this person. Autojumbles can work both ways, after all!

Welcome to New Member:

Welcome Terry Brown of Carp, with a 1980 TR7. Hope to see you at the April meeting, Terry!
(Other details about possible new members from Germany and Japan coming to Ottawa — an international club if there ever was one!)

Ebay Sting of the Month by John Day

Remember the \$85k (U.S.) Herald restoration I'd mentioned that had been on Ebay some months back? Well, here's the car to go with it:



It is apparently a rare, limited production edition of the Triumph Herald. I don't know how rare it is, but some people must agree, because the bidding is now above the £1,000 sterling mark! For that price, I hope the seller would include the shipping! Boys and their toys, I guess! (Closing bid ended up at £1,040.50 (approx. US \$1,495.35 or in the region of \$2,250 Canadian!!!)

May BBQ at Brad and Lynne Pilla's (26 May 2002)

More details and map will be published in the May newsletter (and posted on the website) — but plan to attend now! Food to be provided by the club — members to provide their own beverages of choice!

Lucas Humour by Jerry Rein (*Lotus Europa Mailing List*)

- The Lucas motto: “Get home before dark.”
- Lucas denies having invented the darkness. But they still claim the “sudden, unexpected darkness.”
- Lucas is the patent holder for the short circuit.
- Lucas - Inventor of the first intermittent wiper.
- Lucas - Inventor of the self-dimming headlamp.
- The three position Lucas switch — Dim, Flicker and Off. The other three switch settings — Smoke, Smolder and Burn.
- The Original Anti-Theft Device - Lucas Electrics.
- “I have had a Lucas pacemaker for years and have never had any trou...”
- If Lucas made guns, wars would not start either.
- Did you hear about the Lucas powered torpedo — It sank!
- It's not true that Lucas, in 1947, tried to get Parliament to repeal Ohm's Law. They withdrew their efforts when they met too much resistance.
- Did you hear the one about the guy that peeked into a Land Rover and asked the owner “How can you tell one switch from another at night, as they all look the same ?” “He replied, it does not matter which one you use, nothing happens!”
- Back in the 70's, Lucas decided to diversify its product line and began manufacturing vacuum cleaners. It was the only product they offered which did not suck.
- QA called and told Engineering they had trouble with his design shorting out so he made the wires longer.
- 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 sunwise around your car chanting: “Oh mighty Prince of Darkness protect your unworthy servant.”
- Lucas systems actually use AC current; it just has a random frequency that's all.
- Why do the English drink their beer WARM? Because their refrigerators are made by Lucas.

For Sale/Wanted

1963 Triumph Herald coupe. Car has been in storage for 25 years and is in need of restoration. For further info e-mail ajdayman@tcc.on.ca

1973 TR7 with half of restoration completed with a running restored engine new wiring and restored brakes. Complete body but needs a restoration project. Price is negotiable at \$3350 obo (Renfrew Area). Contact Bonnie at 613-752-2976 or email breid@renc.igs.net

TR6 Parts. New and priced to sell. Black original wool carpet set \$400; Leyland trunk rack \$125; door handle pulls (black) for 1973 and prior TR6 \$50 pair; engine bay black rubber seal \$20; grill finish piece (goes under the grill and attaches to the clips) \$50. Contact Chris Clarke (former TR6 owner) at 613-838-5136.

Wanted Fenders for TR3A. Most interested in passenger side front and driver side rear, but would accept others if they're better than mine. Also looking for passenger side inner fender. Might take a driver side one too, if it's better than mine. I'm about to order new floors, inner and outer rocker panels, battery box, etc. so if anyone happens to have surplus on that stuff, it would be great. Tim Dyer at KingsCreekTrees@aol.com or 253-4126.

Wanted TR6. In very good to excellent condition, preferably with OD. Please contact Sanjay Shah at shahsa@cma.ca or phone (613) 731-4552 ext 1022.

Parts for Sale. I have come to own just a touch too many parts more than any one person could ever use. Any one needing anything for a TR4 short of interior parts, because I just have enough to put my three cars together. But, I have tons of everything else, including a lot of TR250 odds and ends such as a full drive train, which I think is similar to a TR6, as well as other bits that came off a car I just parted down. As far as the TR4 goes, I have everything from IRS to fixed axle. I am also able to get TR3 parts as well. Any of the parts can be bought as they sit or can be sandblasted, primed, or fixed and cleaned. Feel free to give a ring any time 613-838-9630. Neil.

1980 TR7. Convertible needs a new home. Third owner bought in 1992. Very good condition. Never winter driven. Brown in color but ready for a new coat. No rust just paint cracking. Interior tan in acceptable condition. Entire dash intact with no scratches or breaks. Wooden steering wheel and shifter. 5 speed, dual carbs, dual exhaust (chrome tips). Entire brake system including hoses redone last year. Changed alternator, starter, and radiator over the years. Top in excellent condition but zipper on window needs repair. Approx. 90,000 km. Asking \$4,500 negotiable. Will drive out of storage May 1st and be ready for annual tune up. Selling because I have no time to use or baby anymore. Tel (613) 291-5084 Ottawa area, please contact Atul.

1980 TR7. We recently purchased a 1980 TR7 convertible and are in the process of restoring it. We're hoping to find a parts car with matching interior upholstery items somewhere among your members — any suggestions? Please contact Dave and Terry Brown (terry@adbros.com).

Request for Help

I have a GT6 and used to be a member of the OVTC. I have a question for other GT6/Spit owners in the club. Have you ever heard of anyone switching hubs / changing bolt patterns? I have a Jaguar rear end on my car and want to match the rims (Centerlines) that I have on the back to the front, but Centerline don't make a 4 on 3.75 inch bolt pattern. So, now I'm faced with switching hubs, or redrilling a perfectly good set of rims. There's gotta be something out there that can be made to fit with a common bolt pattern. Any help would be appreciated. Please contact: Max MacMillan (MaxMcMillan@shaw.ca)

Have You Seen this Person? by Roly Mailloux

Over the last couple of years that I have been on the OVTC Executive, looking after the regalia, there have been a lot of new additions to the club. Unfortunately, not all of them have stuck around or remained active. The following is a list of the current name tags that I am carrying around hoping for someone to claim them. If you know of anyone on the list, please ask him/her why they haven't been to a meeting or event and/or why they haven't renewed their membership. If your name is on the list and you are reading this, I assume you have a current membership so shame on you for not enjoying the benefits this club has to offer. Roly (rdmailloux@sympatico.ca)

ALDRIDGE, Tony and Lucille	LeBLANC, Don
BARRAS, Dave	LEEDER, Ross
BROWNING, Greg	MILETTE, Serge
DELCORDE, David	MOSS, Ian
DISIPIO, John	MURPHY, Michael
DUBROY, Paul	NASH, John
GAUMOND, Denis	NAUGLER, Scott
GOODWIN, Eric	RUDNICKI, Stephen
GROUNDWATER, Fergus	SPENCE, Shawn
HAINES, Larry and Francine	STEVENSON, Fred and Anne
HILLARY, Bill	TOOLE, Matthew
HURST, Peter	TRINQUE, Dave and Diane
JAMES, Howard	VEILLETTE, Richard
LABARGE, Martha	WARFIELD, Andy

Are you not listed above, or do you need an OVTC name tag? We are going to order name tags for new members. Please Contact Vivien Kaye if you need one. Tel: 613-692-1880; Email: njkid@cyberus.ca

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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)

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