



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

February 2003

Letter from the editor



Winter driving.

Here, on the left, is living proof that Triumphs can be driven in all kinds of weather. Chad Sopp, of Cortland, New York, 16 years of age, is driving his Spitfire to school all year-round. Chad believes Spits are "all season rides". He explains that blasts of heat are keeping him warm under these freezing conditions. His little Spit amazes everyone. It starts every day, with the exception of one morning when ice in the line gave him problems. Chad undid the pipe and blew out the plug. Minutes later, he was on the road again. He learned about dry ice. So far this winter, the snow fall in the state of New York has reached almost 100 inches.

James Caruthers of London, England [pictured on the right] woke up to a rare snow fall, early one January morning. His car is also driven year-round as a daily driver.

Now, if you want the definition of "roughing it", try driving a 57 Morgan in 10 degree F. weather like I did last night. BRRRRRRRRRRRRRRRRRRRRRRRR. No heater and plenty of gaps around the "hood", side curtains, and windshield base. Oh yeah, and no weather stripping of any kind between the doors and body. My left bun is still numb.

Atwell "frostbite" Haines, Succasunna, NJ USA

Rear ended

January and the deep freeze has Ottawa in its grip. Triumphs are stored away for the season, and only some fortunate owners, having the facility of a heated garage, can enjoy the luxury of playing with his/her car. What better way, than to attend an OVTC meeting, get together with friends, and learn about our cars?

The January meeting, thanks to “Doc” Brian Mill’s presentation of rear end assemblies and troubleshooting, was a great success. We had a good turn out of members. Brian and Mike Graham had brought with them a lot of parts, which gave us a “hands-on” opportunity to see where the problems with certain components lie and how to solve and avoid breakdowns.

Normal wear and tear will cause problems on our Triumphs, especially since the cars are usually between 30 and 40 years old, with a mileage of approximately 60 000 to 70 000. At this point, all kinds of breakdowns can be expected, like engine failure, transmission trouble, and seal leakage. We all know of the ever-present oil leakage, or controlled seepage. Triumphs were also built as inexpensive sports cars and have therefore many design shortcomings.

Brian started his speech by explaining the three basic types of axles found in Triumphs.

- A) The solid, ridge axle (found in TR3’s and TR4’s)
- B) The swing axle (found in Spitfires and GT6’s)
- C) The fully independent or split axle (found in TR4 A’s and TR6’s, also in Jaguar’s)

A problem with the axles and its main cause of failure is: The lack of maintenance. They are usually not very well greased. Grease nipples, if they exist at all, are very difficult to access, so nobody bothers to grease them.

Drive shafts or propeller shafts have few grease nipples, if any. The manufacturer simply omitted them or, if you find them, they may not be tapped, rendering them completely useless. The old, existing grease is often stiff and dried up, preventing the spline or the U-joints to move properly.



U-joints: U-joints break and wear easily. They should have a clean finish, and should be well greased. Once the grease dries up, the metal wears, the u-joint deteriorates. The most common u-joint problem seems to be on the half shaft. The up-joints on the trailing arm are not easily reached. Greasing them is nearly impossible. They are therefore most at risk for failure.

Problems with the bolts in the driveshaft and axle flanges: The bolts holding the driveshaft and the axle together should be original bolts with a large shaft, which goes through both sides of the flange. They can be sheared off easily. The original bolts were grade 8 and will not shear off. Any bolt weaker, or being of improper length, will cause problems in the long run.

Differential: The diff of a TR6 and a TR4 is a robust affair, in the trade called the “rock cruncher”. There are two problems with the diff; both of them are seal problems.

The problems lie with the pinion seal and the 2 axle seals. They are rubber seals and sit in a flange. Seals can crack and get brittle over the years. The rough metal shaft then chews the seal up, resulting in an oil leak. The seals can only be replaced when the diff is removed from the car, which is a big job. The bolts have to come out. While the diff is out, you may want to install a drain plug by drilling and tapping. This is a rather simple procedure. TR4’s and TR6’s are prone to have a cracked frame on the diff mounting.

The hub: The sealed bearing in the hub see a lot of wear and tear. To take the hub apart, a proper puller is required. Even with this tool, the job is very difficult. There are two bearings and two seals in the hub. They also need to be greased before the hub is re-assembled. A certain side-way-play (bearing slop) has to be adjusted after assembly. This adjustment can be tricky.

The A-arm: The hub assembly is mounted to the trailing arm by 6 bolts, and the trailing arm is made of aluminium. Over years of wear and tear the steel bolts to aluminium might corrode and strip off, causing the

wheel to fall off. Stainless steel heli-coils, diamond shaped wires, do a fantastic job in this repair. During the installation, the insert is compressed so it'll enter the tapped hole. After installation, each coil expands outward to permanently anchor the set.

Rear wheel alignment: On a solid axle there's no alignment. The spring axle alignment is toe-in, on the split axle it's toe-in and camber.

Two adjustments are needed. For toe-in by shimming the trailing arm hangers. For camber by spacer adjustments. Camber adjustment is being done by using hangers with different mounting heights. Problems can occur when the frame is bent or corroded at the mounting points for the trailing arms. Shock absorbers have nothing to do with camber. A broken or weak spring can also affect the camber.

I think everyone who attended this seminar learned something and will put this knowledge to good use before we dig our cars out of the snow and get together for our first club drive. A big thanks goes out to Brian who, as usual, is a fountain of information in anything Triumph.

Liv Haasper

The little Red TR4A

Why Doc Mills knows so much about Triumphs By Pat Mills

Once upon a time, back in 1965, Doc and the Mrs. Owned a VW beetle. This little car, once very trustworthy, had developed a particular trick. It would very often only start if parked on top of a hill. One then had to push hard with ones' foot out the door, quickly popping the clutch as speed built up. Much trouble –shooting proved useless and it was not always easy to find an appropriate hill. Something had to be done! Doc decided this was his excuse to get the sports car of his dreams. A visit to Carling Motors, the VW and Triumph dealer seemed appropriate.

Carling Motors asked to take the VW for a spin to establish a trade-in value while Doc and the Mrs. took a new Triumph for a test drive. No accompanying salesman – there wasn't room... Doc and the Mrs. just had to enjoy the drive and pray hard the VW would start this once. Off down Carling Avenue they zoomed for the race circuit surrounding the BNR property – the perfect place to put the little car through its paces.

The VW had started. Carling Motors would give Doc a trade-in of \$900. A shiny new red TR4A cost \$2,400. A deal was made. This was their new car, their only car. Few people could afford two cars in those days. The little red car was driven every day, back and forth to work, to the shopping center, to the grocery store, on Sunday afternoon drives in the country. The first chance they got, one sunny warm Sunday, with top down, Doc and the Mrs. were off for a drive in the country.

Having money for gas, but not lunch, they packed the latter planning to stop along the way for a picnic. Heading out towards Smith's Falls they tired of the main roads and took what looked like an interesting turn to the left. Passing a quaint little farm house, the farmer and his wife, each gave them a wave. Of course Doc and the Mrs. waved back. Suddenly, they found themselves at a dead end in the barnyard. Nothing to do but back up, turn around and back down the road they flew. Again the farmer waved, his wife waved, and of course, Doc and the Mrs. waved back.

Summers were fun in the little red car. A trip to Newfoundland found it packed tight with camping gear. A day was spent in Fredericton, New Brunswick awaiting repairs for a broken crankshaft pulley. One was eventually cannibalized from a local car under repair at the time. A trip to Mosport meant a chance for a spin around the track after the races. Often it was over to the British Hotel in Aylmer for club meetings, where the slogan was “two quick beers and I’ll race you to the bridge”. At midnight it could be found sitting in Nowhere, Quebec at a check point for a rally. On one lazy Sunday afternoon drive the little red car realized the participates of a rally were beginning to follow and it wasn’t even in the rally. What fun that proved to be!

Problems, there were always problems! Overheating in summer was remedied with an oil cooler, which in winter had to be covered with a sheet of cardboard. One morning, while vying for position on the Queensway with a Cooper S, a Sunbeam and a Healey, the cardboard and the oil cooler parted company. The result – oil starvation to the #1 big end bearing. The little red car needed a bearing replacement. Later, while careening down an off ramp on the same race strip, the little red car was faced with a sea of water – a sewer drain was blocked. A new fan blade had to be installed.

An ignition problem required an electronic ignition system. After all, the electronic ignition system is what Doc wrote his thesis on in college. One day, twenty miles west of Perth, the system failed. Doc was forced to hitch-hike to Canadian Tire, buy a new coil and make repairs on the side of the road.

Also, 42-spoke wire wheels were not made for this country. The little red car spent much time at Manotick Motors having its spokes “tweaked”. Winters proved to be the most challenging. At minus 40, the poor little car resembled an ice cube, its tires frozen in place. What, oh what, was it doing in Ottawa in winter! When finally freed from their position, the tires were shaped like a D. It provided an interesting ride home to the warmth of a snug garage.

Studded tires were choice. Little to realize what when a stud lets speed (yes it did studded tires shovelling duty. forecast, the little the garage as far as start. Next



the winter tire of imagination is needed happens to a fender loose from a tire at happen!). Doc figured relieved him of snow One night, with a storm red car was backed into possible for a running morning, studded tires

tearing gouges in the cement floor, it careened out the door. Half way down the drive, snow building up underneath, the little red car tobogganed to the right and got hung up. Much shovelling was in order.

That little red car made a great toboggan. Either the roads were not ploughed as well back then or the car was just too low to the ground. Doc and the Mrs. often found themselves hung up. The routine was always the same: the Mrs. got behind the wheel while Doc pushed. To this day, she doesn’t understand how the rear tire managed to run over Doc’s toes! Flat tires also proved to be interesting experiences. One well-remembered flat occurred in December on an exposed Hwy. 401 overpass, the wind whipping of Lake Ontario, the truck full of luggage and gaily wrapped Christmas presents. Well, you get the picture! Doc’s mother-in-law always referred to the little red car as “the greedy-gut’s car”. When she came to visit, space was at a premium. Mother-in-law got the passenger seat, while the Mrs. curled herself onto the back ledge around the roll bar.

The Mrs. often drove the little red car. One warm August afternoon, while on the way to an appointment, top down, hair flying in the breeze, the Mrs. motored past the fire hall. The firemen, reclining on chairs enjoying sun, waved and whistled. The Mrs. should have stopped and stepped out. A few weeks later, at 4 in the morning, the little red car had the ultimate excuse for running a red light – a baby was about to be born. By late 1968, the little red car was still the family grocery-getter with 100,000 miles on the odometer and rust attacking

every crevice. The family now included Doc, the Mrs., a baby and a dog. Infant seats, not yet required, mom's lap was the seat of choice for the baby, the dog under her legs on the floor. Where to put the baby supplies? Something had to be done!

January 1969 the family went car shopping. Carling Motors were now dealers for Mercedes-Benz, Volvo and Triumph. They didn't buy a Mercedes! Volvos cost \$3,500. The much loved much driven little red car had a trade in value of \$1,470. A deal was struck. A new chapter had begun.

Update by Pat Mills:

I should add that, when we had the little red car, there were no new car warranties; one quickly learned to do the repairs oneself or pay through the nose. Brian, of course, was in his element, as well most of our friends owned Jaguars, Sunbeams, Healeys and the like. We have a pit built into the floor of our garage, which was built by these friends. Our garage was the center of many repairs on many types of British Sports cars. I always knew where Brian was. He was never on the 19th tee, but always in the garage.

In the mid 1980's when I was involved in Guiding with our daughter, Brian and our son needed a father and son project. Stephanie and I went off to Guide Camp for a week one summer and when we came home, father and son had purchased not one, but two TR4A's for \$500 each. Neither was fit for the road according to Brian. Derek was given the job of stripping the cars to the frames. Brian's sports car hobby was reborn.

Press Release

Ormond Beach, Florida, January 31, 2003

Motorsport Marketing, Inc., Publishers of Grassroots Motorsports, has announced their purchase of British Car Magazine on January 30. British Car will be relaunched this spring as Classic Autosport, with British Car's Gary Anderson as editor. Classic Autosport magazine will offer classic car enthusiasts, more depth in its technical coverage, and a wider range of classic performance automobile coverage, British, as well as European, American, and others.

In making the announcement, Tim Suddard, president of Motorsport Marketing and publisher of Grassroots Motorsports, said "As classic car enthusiasts ourselves, we have had a dream for over ten years of adding a classic car magazine to our activities. With the acquisition of British Car, we have the core around which to create the kind of magazine we have always wanted ourselves, in the same way we have built Grassroots Motorsports." "The expanded magazine will give British Car readers more tech features, emphasizing ways to improve reliability, safety, and performance of classic cars. In addition, Classic Autosport will be building its own project cars like those that Grassroots Motorsports is famous for building. Classic car meet and vintage racing coverage will be expanded. All of this will be added while the magazine will still maintain the enthusiasm for classic cars that British Car readers have come to expect.

For more information on the new magazine, a sneak preview of the new editorial calendar, and an opportunity to chat with the staff, as well as to find subscription information, check the Web site, www.classicautosport.net.

OVTC club jackets

It has been suggested by some of the members that this year they would like to drive their Triumphs, wearing new club jackets. Andre informs us he wants: "Cool club jackets, with leather sleeves, logos on the front and on the back". Some other member commented: "Time is rush, if we want to wear them this spring".

The options are: Choice of leather on the sleeves, in black, brown or British racing green. Body colour, black. Price: Approximately \$ 200 plus taxes, if we order in large quantities. We'll get an accurate quote as soon as we know the numbers of orders.

Prepayment is necessary, as we have to make sure the money is collected before the order.

Please contact Ed or Vivien Kaye at <njkid@cyberus.ca>, tel. 613 692 1880, within the next five days, if you'd like to order a jacket.

Confessions

Well folks, my name's back over the door on the doghouse agin'... Was going to spend Saturday morning cleaning up the "new" SU's while the kids watched a movie and the better (much) half worked a puzzle in the dining room. I carefully laid out papers on the kitchen table, got my own roll of paper towels- not the purty ones with the pictures that match the wallpaper... and didn't think about static-y cold dry days. Hours of polishing with a dremel later, I took a break and left the room only to return to the fury of a woman whose kitchen had bits of cotton with polishing compound stuck with static to the floors and cabinets.

It wasn't that way when I left- honest! I begged for mercy, I pleaded insanity- hell, I pleaded stupidity! I got down on my hands and knees and scrubbed the floor with a sponge. She-who-must-be-obeyed was almost appeased, she left the room to sit and play solitaire on the pc while she calmed down... and saw my previous reply to this email thread...

Yes-indeedy! I'm shopping for a heater for the garage now; did we all decide that the quartz, ceramic, kerosene, turbo or big ol' gasbox-hung-from-the-ceiling was best? Whatever I get mustn't kill you if you stay there for long periods of time- I think, I'll be sleeping there for a while...

"Any drive you don't return from on a tow truck was a good one..."

Jon

'77 (mostly) 1500 "Ol' Yeller"

Upcoming events

February meeting: 25th. 7.30 pm. Wilf Haasper speaks on door restoration and repairs.

March meeting: March 24th. 7.30. Topic Kit Heathcote presents his Triumph history with Standard Triumph

2003 Ottawas-Gatineau International Auto Show

The Ottawa-Gatineau International Auto Show is planning a display of interesting and unusual vintage convertible cars during the 2003 show that will be held in the Ottawa Congress Centre March 19-23.

Should you have a lovely convertible you'd like to see in this show, please send Peter Ginsberg details on your car as soon as possible. His fax number is 236-7160. The Auto Show will cover any reasonable transportation costs, as well as security, and provide each exhibitor with a pair of tickets to the VIP Gala Evening & Dinner on March 18th.

Boot'n Bonnet Auto-Jumble, Kingston, April 6, 2003, 10.am. Mike Daniels 613 592 5408

The Seventh Annual British Car Week - May 24 to June 1, 2003. British Car Week is the ongoing tradition of spreading awareness of classic British automobiles. BritCarWeek@arczip.com
<http://users.arczip.com/zntech/britishcarweek.html>

OVTC Richmond car show, June 22, 2003, details to be arranged.

Vintage Festival Mosport, June, 26th. – 29th., 2003 In case you have not heard, the Friends of Triumph are organizing a major race event in 2003, this one will be at Mosport International Raceway. We are pulling out all the stops, all racers and Triumph fans will be treated to seeing lots of track time for lots of Triumph race cars. This is shaping up to be huge Triumph event. Contact: Russ Moore, Event Coordinator 607-539-7442, between 7-10PM eastern time, rem9@sunlink.net. For up to the minute information, visit these websites - Friends of Triumph, www.fot-racing.com; VARAC, www.varac.ca; and Mosport International Raceway, www.mosport.com.

Classifieds

Wanted

TR3 front bumper brackets for license plate needed. Also looking for a Clip/bracket to mount a 2- hole badge on a Moss Motors badge bar.

Bill Klausman

Email: billklausman@msn.com

For sale

Airtight wood stove for sale. ULC certified. Perfect for heating a garage, workshop, or recreation room. Asking \$150. Mike Graham, 613-258-2901, mgraham@achilles.net

TR3A restoration project for sale. Two cars to make one great one and many extra parts. Wire wheels and steel wheels, overdrive. Some of the additional parts include extra radiators, doors, trunk lids, hoods, instruments, generators, and many more. Includes engine stand for removed engine. One excellent chassis, one very good one. Perfect inner fenders, but floors, rocker panels, etc. will need work. Complete the restoration, then make a fortune selling the extra parts. Free delivery to Ottawa area. \$ 3 000.--firm. Call Tim Dyer, at 613 257 4126 or e-mail me at kingscreektrees@aol.com

1980 Triumph TR8 convertible. 3.5L V8; 5-speed trans. Great condition, inside & out. Year-old paint (Poseidon green) & new interior (tan). 60K miles. No rust, dents or dings. Garage kept. Some engine upgrades, including Malory ignition, Holley carb. 14-inch mag rims & new tires. Car cover. Some spare parts. \$9,600, or best offer. E-mail at tom.gillespie@ncmail.net or call 336-879-7202 (M-F 7:30 a.m. - 4:30 p.m.)

Goodyear G800 Redline radial tire, size 185-15 in excellent condition. I think that this tire was originally my TR6's spare. It does not seem to have ever hit pavement. No tread wear to speak of and sidewalls are not cracked. Also, a set of original (72 TR6) lap-only seat belts and original set of seat diaphragms in decent condition. I need room so make me an offer. Alain 613-742-1557.

Wanted for 1972 TR6 Bucket seats, dash pad, and convertible top boot, all black, preferably. Or would consider parts car.
519-936-1959, London, Ont. email: petty43car@hotmail.com

Please submit your classifieds to the editor. I will be compiling a new listing of want ads in the issues to come.

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 Panaspport.

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.

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 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 Vivien Kaye, 1710 River Road, Manotick, Ont, K4M 1B4

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

OVTC Executive for 2002-200

President

Andre Rousseau – Tel: 613-590-7365; Email: andrer@mac.com

Past president

Stephane St-Amant – Tel: 819-643-9047; Email: steph71tr6@crosswinds.net

Treasurer and membership

Vivien Kaye – Tel: 613-692-1880; Email: njkid@cyberus.ca

Newsletter editor

Livia Haasper – Tel: 613- 257-5742; Email: wilivhaasper@sympatico.ca

Social

Louis Boucher – Tel: 819-682-0707; Email: louisboucher@videotron.ca

Regalia

Roly Mailloux – Tel: 613-226-8708; Email: rdmailloux@sympatico.ca

Webmaster

Andre Rousseau – Tel: 613-590-7365; Email: andrer@mac.com

Please send submission Please send submissions for **OVERDRIVE** to Livia Haasper, 6th. Line Beckwith Tp. # 2481, R.R. 6 Smiths Falls, Ont. K7A 4S7. Tel. 257 5742, Fax.613 2571135, email wilivhaasper@sympatico.ca