



# OVERDRIVE

*The Newsletter of the Ottawa Valley Triumph Club*

*January 2005*

## *Letter from the editor*

Christmas at the OVTC.

Members met in December for a Christmas get-together at the Royal Buffet Palace for a meal and good times. It was nice to see the families of our membership unite in a Christmas celebration.

Don and Roly played the part of Santa Claus, handing out goodies to some lucky people who were the winners of OVTC regalia.

I think, both Don and Roly looked and acted the part and are now declared OVTC's Santa's little helpers.



*OVTC's very own Santa's, Don and Roly, handing out gifts*



Some members announced that work on their Triumphs will take up some of the lazy days of winter. Paul Langevine will work on the dash of his TR6, Mike Graham will polish specks of dust of his newly acquired GT6, Roly Maillaux's 'Redhead' is undergoing a face lift in form of a paint job at some body shop. Luis Boucher is dreaming of restoring a TR2 and, knowing him, those dreams will be reality in the near future.

To the best of my knowledge, Rob Christopher is busy with the restoration of his TR6. His car is back from the body shop. John Eckland is overhauling the motor of his TR6. Wayne Mercer found a garage for storage with the plan to do some work on the body of his TR3. Doc Mills is busy helping everyone out.

Michel Pilon is brooding over mechanical problems of his Spit. Andre Rousseau is still scraping bondo and rust of the GT6 body. ... and, lastly, Wilf and I are working on the GT6 engine and will start assembly of a rolling chassis in January. Everyone else probably has their cars in winter storage and is suffering from withdrawal syndrome.

In order to report on other club members activities, please contact to me so I can write up on adventures in Ottawa's garages.

So, as this year is coming to a close, we shall look forward to the next year which seems to be filled with Triumph club events. It looks like it's going to be a busy one.

Wishing you a happy New Year and best of luck with all of your projects.

Cheers

Liv

## Letter to the editor

Hello Liv,  
Liebe Grüsse aus der kalten Schweiz [ Greetings from cold  
Zwitzerland]...  
Dani + Co.

For some neat driving action, check out this link.  
[http://www.leclainche.com/hobbycars/lbcs\\_in\\_action.htm](http://www.leclainche.com/hobbycars/lbcs_in_action.htm)

I received this from the North American Spitfire  
Squadron mailing list and I thought this would fit the season.  
I think, most of us can relate!!!

>>>>

Just penned this morning after pulling the car cover and giving Ace a 30-  
minute idle (in 16-degree weather!). Parts of the original story omitted due to  
being poetry-challenged, but you'll get the drift, I hope.

'T'was the night before Christmas,  
And all through the place,  
Not a British car was stirring,  
Not even for a race.  
The Spitfires were parked and were covered with care,  
In hopes that warm weather soon would be there.

The NASSers all nestled all snug in their beds  
while visions of spare parts danced in their heads.

When out in the street there arose such a clatter,  
Everyone went to see what was the matter.  
Away to the window Howard flew like a flash, tore open the shutter,  
and threw up the sash.

The moon on the hood of Joe Curry's Mark I gave lustre of midday as  
bright as the sun.  
When what to our wondering eyes should be seen,  
but a miniature Spitfire - it's a tiny machine.

She was a daily driver, so lively and quick,  
We knew in a moment she came from St. Nick.  
More rapid than race cars the NASSers they rushed,  
To see this rare beauty, with no trace of rust.

Now Otto, now Toto,  
As the temperature's dipping...  
On Tilford, Joe Guinan,  
Geof Bush and John Kipping!  
>From the top of the hills,  
To the beautiful coast,  
We all love our cars - it's hard not to boast.

So we pulled those car covers, in the blink of an eye  
And away we all went with the heaters on high.  
And I heard someone say, 'ere we drove out of sight,



"Merry Christmas to all, a triumphant good night!"

Happy Holidays  
Everyone,  
Sam  
#330  
79 1/2 Spitfire  
"Ace"



Hello Liv,  
Each Christmas, my wife gathers together an eclectic assortment of beer as a Christmas present for me and I've attached an image of one particularly interesting brew. I've never heard nor seen of "Spitfire" beer but perhaps it's just one of the many delights I still have to uncover! Anyways, if it's new to others and not just me, I thought it might make an interesting photo for the next newsletter. No opinion on the taste as I haven't sampled it yet...but that's going to happen very soon.  
Very appropriately, CHEERS!  
Mike Ogilvie



Hello Liv, I tried the Spitfire last evening and it was mighty tasty. Similar in flavour to "Old Speckled Hen", but just like the cars, the Spitfire was considerably better. My wife purchased it at the LCBO in Brockville, so it must be a listing that any LCBO can order.  
Mike.

### ***Letter from the president***

Happy New Year!! We are looking forward to another great season of motoring in 2005. The club executive will be meeting sometime in the next couple of weeks to map out a draft events calendar for the year. The message was clear from the survey responses that people are looking for more driving related activities from the club, and we will try to respond. We also had offers to help organize 1 driving event each from several people, so we should be able to distribute the work involved a bit, which will help us to do more.



One of the big events this year is going to be the All British Car Day (aka ABCD) in Ottawa. I've been talking about the progress we have been making on this for several months, but we have now confirmed our date and venue for this multi-club show. The ABCD show will be held on July 16 at Britannia Beach Park. We have confirmed participation from the Triumph, MG, Jaguar, Lotus, Austin-Healey, Morgan, Rolls-Royce / Bentley, and Singer clubs. More are expected. Over the coming weeks we will be bringing up a website specifically for the event ([www.britishcarday.ca](http://www.britishcarday.ca)), and extending invitations to other clubs outside of the Ottawa area to attend the show. Lot's of work is going to be needed to make this show a successful reality, but I know we can do it. It is great to be working together with the other clubs in Ottawa to make this happen.

The next meeting of the working group for the ABCD is on January 11.

Another big change this year will be the increased level of inter-club cooperation for driving and other events around Ottawa. In addition to the ABCD mentioned above, we will be planning for a few multi-club driving events this year and some social activities with the other clubs. More details on these will emerge over the next couple of months. Remember we will be having the 2005 Winter Bash at the home of Tim and Sue Dyer on Saturday January 22. This will be a pot-luck dinner, as we did last year. I'm looking forward to sampling the excellent food. If the weather will cooperate just a little bit, there will also be an opportunity for outdoor activities like cross-country skiing, sledding or snow showing for those so inclined. Or just bring your winter boots for a walk in the woods and tour of the nursery. The Dyer's ATV will also be there for party attendees to try if they want. It is fun for everyone. Hope to see most of you there. We will be sending an email sometime soon asking for some form of RSVP just so we have an indication of how many people are coming, and some indication of what people will be bringing. Because of the timing of this event, there won't be a club meeting at Manordale on January 25 this month, so our next real club meeting will be on February 22.

Michel is organizing the multi-club darts tournament for sometime in February, probably on February 26 if he can confirm the venue for that date. I know the support for this event was lukewarm in the survey, but there appears to be approximately the same level of support from the other clubs, so while participation from any one club is not likely to be huge, it is a great multi-club event, and I'm told that the other clubs are looking forward to it.

If you haven't already done so, it would be great if people with winter projects or other interesting activities underway could write a few words about them and send to Livia for the February newsletter.

Cheers

Don LeBlanc

### ***Welcome new member and good bye to old friends***

Welcome to a new member, Laird Weagant and his 1976 TR6. I heard through the grapevine that the OVTC membership was a Christmas present from his wife Elsie. Laird and Elsie live in Morrisburg. Hope to see you at some of the club's events in the near future.

Our dear friends Ed and Vivien Kaye have moved from the Ottawa area. They will be dearly missed. Viv has been our treasurer and membership chair person for many years and was always available to the club with help, advise, participation. Ed's TR4 and Viv's Corvette will be missed greatly on drives this year. Viv and Ed, the club will not be the same without you but we hope we'll stay in contact by e-mail. Best of luck to both of you.

### ***My new Toy*** ***By Lionel Aucoin***

I have recently purchased a 77 Spitfire, and the first thing I did when I got home was to join this club.

This is the first old car I have ever owned, and the first British car as well. Why I decided to take this leap I am not sure, other than a friend of mine recently acquired a 61 MGA, and it looked like a fun way to spend way too much money and way too much time. I had also



just agreed to sell my motorcycle, and was going through toy withdrawal.

I guess an MG would have made sense, but I have always had a thing for Triumphs, so I started looking around for a car that would not be too expensive to buy, and that had enough to do on it that it would make for an interesting hobby. I found my Spitfire in Kingston. The body was in good shape, with no rust, a below average paint job, and it was running, though not extremely well. The lack of a muffler and no plate meant that a test drive wasn't possible, so I checked it out as best as I could and took the leap.

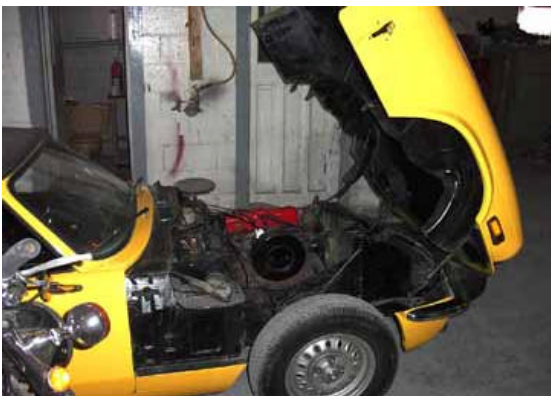
The intelligent thing to do of course, would be to have it towed back to Ottawa, but since that has never been my strong point anyways, it was off to the garage next door where we jury-rigged a muffler on to the tail pipe, grabbed a trip permit, and on a rather cold day in November, set off from Kingston with my wife following behind to make sure I made it.

And make it I did, though the brakes were almost non-existent, but the heater worked, sort of, and it was the most fun that I have had in a car in a long time. The speedometer wasn't working, so I didn't find out how fast I was going until I got home. Oooops.

Taking Stock:

The engine looked like it had not been cleaned since new, and from what I could tell, seemed to be all original. (seemed to be is the operative word)

And so the list began. First thing to do is all the basics, right? So I picked up oil, filter, plugs, a new set of wires, and a distributor cap and rotor. Did I say all original? Turns out someone must have swapped out the distributor at some point in time, so I have a Lucas 25D instead of the 45D that the car shipped with. Good thing I held off ordering the Pertronix ignition.



Had my MGA friend drop over to see it, and after boasting that it starts every time, I put the key in and it turned over and over with no results. Hmmmm. Talked to my brother, who was a motorcycle mechanic for a while, to see if he had any ideas. He laughed. "They don't call Lucas the Prince of darkness for nothing", he said. Ended up replacing the wire running between the coil and the distributor, and was back up and running.

So, it is December 26<sup>th</sup> now, and I have received my Moss motors and The Roadster Factory shipments. The carb kit will make for a good initiation into the inner workings of a Zenith Stromberg. I also ordered the Pertronix ignition and a new Flamethrower coil. Of course the screws

that were holding the coil on were so seized that not even the extractor bits would take them out and the instructions that came with both left a lot to be desired. Anyone know anything about bypassing the Ballast Resistor?

Other than that, it only needs a few minor little things like shocks, brakes, tires, fuel pump, coil, probably a new rear leaf spring, door handle, etc. etc. etc. Did someone say money pit?

Anyways, really looking forward to spring, and getting out on the road with you all. Hopefully I will get a chance to get out to a few meetings before then too.

Sincerely  
Lionel Aucoin  
Barrhaven  
77 Spitfire

### ***Just for laughs***

The Lucas motto: "Get home before dark."

"And the Lord said 'let there be light'...Joseph Lucas replied 'no way, Lord, no way'."

Lucas denies having invented darkness. But they still claim "sudden, unexpected darkness".

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 IGNITE.

*Call to all members to send in their funniest 'car' jokes*

Starting out with the first submission is Mike Graham who's sent in this one to share with the membership.

"Do you know why the British don't make air conditioners and refrigerators? They can't make them leak oil!"

**THE STANDARD MOTOR COMPANY'S  
'SC' (Small Car)  
4 CYLINDER ENGINE RANGE**

***An article on the development and history of this engine***

**By John Macartney**

**Former employee and Standard-Triumph enthusiast**



© Copyright **THE STANDARD-TRIUMPH 'SC' SERIES 4 CYLINDER ENGINE RANGE**

It's clear from occasional email posts I see that there's some confusion and uncertainty on the origin and pedigree of the engines powering Spitfires. Contrary to popular opinion, the engine was not designed for this car and as many already know, it has a longer lineage. Hopefully this article will help to illustrate the engine's pedigree and plot its progress, starting in two small car variants of the Standard Motor Company. These were the Standard Eight and Standard Ten, with the latter being marketed in North America as the Triumph 10 Sedan and Wagon.

The Standard-Triumph 'SC' (Small Car) series engine was first conceived by David Eley in 1951 and as the years passed, it was the mainstay power unit for the smaller Standard-Triumph saloons and Spitfire. In its lifetime, the bores were either increased in diameter or relocated in relation to one another within the block and there were periodic changes of bearing sizes. It progressed from a six to eight port head, was lusty and reliable and even found its way into the MG Midget - a move that upset more than a few MG purists!

As John Davy, Standard-Triumph's own historian commented in his book "**The Standard Car - 1903-1963**" - the ill-fated Triumph Roadster of 1950 had proved to be an unsatisfactory manufacturing proposition. Expensive cars of its type were not in mass demand in those austere post-war years and the market focus needed to be re-addressed. Standard did just that and settled on the safer option of designing a low unit cost, small family saloon.

The company was one of the UK's (smaller) volume auto manufacturers, though prior to its demise in 1939, Triumph had been more specialist and more at the cutting-edge of automotive technological features. But through the demise of the post-war Triumph Roadster, to be succeeded by the TR2, Standard had its own fish to fry in developing a range of post-war cars. It swung to the other end of the spectrum in designing and producing a cheap and economical four-seater saloon, though many will claim it went too far down that path. The key words here are 'cheap' and 'economical.' Economy may not be of concern to owners in countries where fuel carries low tax levels - but cheap? To what extent can any product be de-specified until it reaches a point where fundamentally desirable features become optional extras?

This is where the Standard Eight, launched in 1953, fell foul of the buying public and we'll see in a moment what caused it.

The number Eight in the car's name indicated eight horsepower. For many years British motorists had paid their annual road tax (licence fee) calculated on the engine's developed horsepower. This is not to be confused with brake horsepower and the Royal Automobile Club's horsepower rating was calculated using a special formula. As a very rough rule of thumb - and at the lower end of the scale, 1 horsepower equated to 100cc of engine capacity, though it should be noted

this ratio was not constant as engine size increased. Consequently, as the majority of motorists were anxious to avoid paying excessive road tax and sought fuel economy as well, the likely or actual horsepower category of any car was of more than casual interest. A side effect of this method of horsepower calculation, especially as it related to engines of pre WW2 designs, more often than not resulted in substantially 'undersquare' engines with long strokes.

While not substantially 'undersquare' - the little Eight was certainly following a long-established tradition. Its bore and stroke was 58mm and 76mm and this latter dimension was to remain unchanged for about twenty years until the advent of the 1500cc engine in the Spitfire. Undeniably, it was a supremely successful power unit and its designer should be commended for taking a long-term view on how the engine would evolve.

Even though his initial brief was to design a power unit whose likely size would be approximately 800cc for the car destined to receive it, Eley knew it would have to grow and was instructed to design a slightly larger version in parallel. Did he realise his creation would eventually see a cubic capacity increase of 86% from 803cc to 1497cc or a power increase of 237% from 24bhp to 81bhp? I doubt he foresaw at least 1.3 million of his engines being made for cars manufactured in Coventry - with a substantial additional number being made for inclusion in kits for overseas assembly.

But on a wider scale, the engine was one of Standard-Triumph's cornerstone power units for almost the next thirty years. The later six cylinder engines were, to all intents and purposes, nothing more than the SC engine with two extra cylinders. Purists might seek to claim (falsely) this was a reversion in the best of traditions to Standard's 4M and 6M pre-1914 engines - but this was certainly not the case of those modular concepts of a bygone age. Suffice it to say, these modern counterparts were simple, robust, reliable and in later years went on to provide levels of performance that even David Eley may never have truly envisaged as he sat at his drawing board in 1951.

But let's deal first with the economy aspects of this new, small car.

Fuel in the UK has long been priced at a level where the amount of tax levied on each gallon is punitive - and that situation has not changed down the years. At the time of writing, an imperial gallon of premium unleaded costs in the region of US\$5.15 and fuel consumption for those of us without employer supplied and fuelled cars is still of more than passing interest. Maybe it also goes some way to explaining why the current popularity of small, high revving, turbo-charged diesels have found such a ready market as alternative power sources throughout Europe? Consequently, fuel economy has long been an important consideration and it was soon proved that Eley's design could sip its fuel and return a consumption of 40mpg - 50mpg. Additionally, it propelled the car to a maximum speed of 62mph - and though not breathtakingly fast by today's standards, it was satisfactory for the period. When it came to determining the retail pricing, Standard certainly did itself no favours. As buyer acceptance was soon to prove, the company erred too much towards the ultra utilitarian times of war in terms of essential vehicle equipment, to keep the price attractive. The Standard Eight was basic in the extreme and within a little over a year from its launch, it was generally known as 'the basic Eight.' It was.

To ensure the price stayed below the magical figure of £500 (approx US\$1750 at exchange rates of the time) its showroom sticker price was £481 (US\$1683) and this came about through parsimony in specifying what the car would *not* have. For his £481, the owner became the proud possessor of a car that lacked a heater, hub caps and a wiper blade in front of the passenger! The interior appointments were spartan too. Although a four-door, the windows were horizontal sliders and the door trim panels were recessed into the doors themselves. The upholstery was a 'Tygan' plastic material made of a tight weave of thin plastic strands having a pattern not unlike a nightmarish Scottish tartan. Being made of plastic, the seats quickly proved themselves as effective generators of discouraging levels of static electricity! This gave many occupants a nasty 'jolt' when getting out of the car and contributed in no small way to accelerating travel sickness in children. The final icing on the cake was the fitment of twist down exterior door handles that many discovered in a moment of haste could do meaningful and lasting damage to an errant jacket pocket or a loose fitting dress.

Additionally, its front-end appearance was less than attractive. Its gaping air intake reminded many of the jaws of a basking shark and this somewhat snarling appearance did little to enhance the car's more positive attributes.

It could be argued the Eight had a discouraging number of shortcomings - but people bought them in meaningful quantities. They were, after all, modern post-war cars and for a surprisingly large number of buyers, were the very first family car for A to B transport - though perhaps not in eye-catching style. Many have described the Standard small car of this period as 'just plain ugly' - yet few could convincingly argue its prime competitors in the form of the Austin A30 or Morris Minor were more visually appealing. The Austin soon gained the trade nickname of 'jellymould' because of all the swages in its body panels to prevent drumming and William Morris said of the car to bear his name when he first saw it "that it looks like a poached egg."

Dumpy and ugly they may have been - but they were the small cars of that era.

As far as the Standard was concerned, the aspects of static electricity proved to be a problem. It didn't take long for drivers of vehicles leaving the factory on delivery or road test, to remember not to physically give paperwork to the Works Police

at various factory gates. Anything for hand over on departure had to be dropped into the hands of the Security personnel - and not given. This was the only way driver and Security could avoid getting a shock but this technique was not without difficulties when strong winds were blowing. A Director once expressed concern at a Management Meeting when he reported having seen a portly Security man (who wasn't in the bloom of youth) breathlessly dodging around a car park near the main gate in pursuit of an errant despatch docket borne on a freshening wind. When the reason for these unnecessary exertions was determined, Security personnel on gate duty were issued with washing up gloves to overcome this problem. Unfortunately, someone in the Purchasing Department who placed the supplier order, reasonably thought the gloves were for use in the canteen, where the majority of employees were women. Using initiative that should not be criticised, Purchasing ordered several hundred pairs of washing up gloves in sugar pink that were several sizes too small for a man's hand! These contrasted impressively, though not usually harmoniously with the armed services medal ribbons worn by many of the security men of the period.

But static electricity problems apart, the Eight had another shortcoming - and this concerned access to the luggage boot. There was no external lid and the route to it was via the rear seats. With a common cushion and separate 50/50 folding backrests, access to the cargo area with rear seat passengers in place, meant they had to get out - so this was another feature not in the Eight's favour. That said, cargo space with only one or two occupants was good. The rear seat cushion was hinged at its leading edge and could be tipped again to fold neatly behind the front seat squabs. In this configuration, the Eight would easily swallow anything you cared to offer it - providing it fitted through the rear doors! Curiously - and for reasons that remain obscure, the spare wheel was still accessed from outside via a detachable panel to its own separate well, similar to those on sidescreen TR sports cars.

At launch in 1953, the Standard Eight with its 24bhp (net) found a ready market but the buying public clearly expected a higher and better level of equipment. It didn't take long for the shortfalls already described to be corrected and the following year, the Standard Eight 'de luxe' was announced. While a heater was still an optional extra - as it was on many cars of the day, the 'de luxe' version had hub caps, two wipers, wind-down windows, opening front quarterlights, full door trim panels and push button door handles. There was also 'Rexine' upholstery material that conveniently lacked tendencies to become its own power station, or make occupants 'queasy.' These additional features all came with a modest increase in price but not so much that it was a customer deterrent. Even so, the luggage boot and spare wheel access points remained unchanged. But these nominal equipment upgrades greatly enhanced the car's overall buyer appeal and it sold well. It didn't take too long for the Standard Eight 'de luxe' to become the more popular of the two variants - and the 'basic Eight' quietly died a death.

In 1955, the Standard 'Super Ten' made its appearance - and was an instant success.

While the Eight continued in production, the 'Ten' offered a far more civilised external appearance and the larger engine that Eley had worked on in parallel. This had grown from 803cc to 948cc by dint of increasing bore size from 58mm to 63mm. However, it wasn't just a matter of widening the cylinder bore diameter. While the 803cc unit had coolant fully circulating around all cylinders, the 948cc engine had its bores siamesed in pairs. The larger engine boosted power from 24bhp (net) to 30bhp(net) - and torque from 39ft/lbs to 46.2ft/lbs. Fuel economy was almost unchanged and in this guise the engine was to ultimately power the first Heralds, though Coupes had two SU's. Frontal appearance for the Ten was improved by the addition of a pleasing chrome treatment to the radiator intake, behind which was a further chromed grid. Thus, without altering any press tools, the shark gape was convincingly softened. To further gild the lily, leather upholstery was an optional extra, as was an overdrive - but the 'Ten' also had one other feature to endear it. The luggage boot and spare wheel was accessed externally and entirely separately from the passenger area. Both cars, in Eight and Ten versions, continued to be sold alongside one another though the Ten was soon to appear in Estate car form, known as the 'Companion.' More utilitarian versions soon appeared in the form of a van and pick-up to complete the product line up.

In 1957, the range was launched in North America and sold as the Triumph 10 Sedan and Triumph 10 Wagon.

It wasn't an outstanding success and as Mike Cook wrote in his book, "**Triumph Cars in America**" - the Triumph 10 was *"too homely to be cute."* Additionally, the factory's opinion that its proven fuel economy would soon attract buyers, entirely overlooked the fact that fuel costs in North America were substantially less than those in Europe - another situation that has changed little over the years! Consequently, what was a meaningful sales pitch in Europe just didn't stack up in North America. This LBC - an appropriate acronym for 'little British car' - definitely applied to the Triumph 10. Sitting in one today gives one the distinct impression that everyone will be far more comfortable if you agree to breathe one at a time!

Also, the Standard name was not used for two prime reasons.



Firstly, it was considered two different brands would have confused buyers and Triumph was already an established name through the outstanding success of the TR sports car. Another lesser-known reason is the factory's (somewhat pompous) claim to 'a debasement of the English language.' as it related to the word 'Standard.'

Transatlantically, Standard was construed as meaning 'ordinary' and it was felt few people would want a car in their driveways that proclaimed itself as "the Ordinary" car. All this did nothing to make the Triumph 10 anything other than the very small car that it was by North American expectations - and its sales proved to be modest. The Sedan, offered between 1957 and 1959 sold 9378 units and the Wagon went on for a further year with 6872 units sold. While this combined total of 16250 vehicles is not insignificant - when compared to the total output of all variants over its whole production life, North American off-take was only 4.6%.

Happily, a few of these quirky little examples of British family cars of the 1950's have survived in the hands of enthusiasts. A Wagon has been seen by Bill Allison, a Spitfire/GT6/TR6 enthusiast near Abilene in Texas. It's been for sale in someone's front yard for over a year and Bill says the owner wants \$800 for it. To date, there hasn't been a rush of aspiring owners - but hopefully someone, somewhere will one day fall in love with it and give it the home it deserves. In the UK, there are a surprising number of them in regular use by enthusiasts and what is believed to be the only surviving 'Works' Standard Ten of the 1954 Monte Carlo Rally was recently for sale at £8000 - (US\$12000). But back to the UK and those former times.

As the 1950's began to draw to a close, it was time for some product freshening and a new variant appeared on the Standard Ten saloon. This had strong overtones of what was known as 'the Detroit influence,' brought mainly into the British motor industry through the energies of Vauxhall, owned for many years by General Motors.

In this revised guise, the earlier car lost some of its 'bulbous ness' and rounded curves at the front and rear extremities, becoming a little 'flashy' in the process. The shark's mouth had a full width styling treatment that effectively hid it, there was a decisive chrome waist trim and contrasting duotone paintwork. Inside, there had been a major facelift with an entirely new instrument panel and remote control gear change.

This was the Standard Pennant and having a more up-market appearance, it attracted a price premium. It was not a total success and soon proved its ability to rust even faster than its progenitor. At about the same time, the Standard Eight became the 'Super Eight' and finally received the external access to the luggage boot it had needed since launch. Coincident with these changes, we see the introduction of the 'Gold Star' engine. While this was primarily aimed at the Pennant, 'Gold Star' status applied to the Eight and Ten as well. For the Eight, we see a 4bhp power increase, a 6.5lbs/ft torque increase resulting from a compression increase from 7:1 to 8.25:1, larger inlet and exhaust valves and a modified Solex carburetter. The Ten and Pennant shared the same engine where there was a 4bhp power increase, 4.5lbs/ft torque increase and a compression uplift from 7:1 to 8:1. The larger unit had no changes made to its valve diameters.

The introduction of the 'Gold Star' engine conveniently solved an unforeseen dilemma elsewhere.

The reason for this was simple, though little known. Standard by this time, had virtually sold its tractor business to Massey Harris but its Purchasing Department had omitted to cancel a paint contract. A year or so earlier, the world-beating Ferguson TE20 series tractor had metamorphosed into the new FE35, which model change included a new colour treatment of grey external panels with a gold painted skidded unit - comprising engine, gearbox and rear axle. It was an unusual colour combination but Massey-Harris - by this time Massey-Ferguson - had determined its new corporate product colours were to be red and dark grey. Grey and Gold was passé - period.

So what to do with many thousands of gallons of gold paint for the balance of the contract period?

Standard was obligated to meet its undertakings with its supplier - so the paint had to find a new home and the SC engine was the recipient! Eventually, as the paint contract progressively expired, the engine colour scheme reverted to black - but gold valve covers continued being fitted for some years. One can only assume Purchasing had renegotiated the supply contract for smaller quantities but probably over an even longer period?

Whatever the key reasons, one can only conclude that colours and the Purchasing Department were ships that passed just occasionally under cover of darkness and always without lights? Quite apart from having to continue using thousands of gallons of gold paint on tractors the company no longer made, there was that little matter of several hundred pairs of sugar pink washing up gloves of the wrong size for the company's security staff! Perhaps we'd better overlook the twenty tons of blocks of white bitumen for road lining purposes that spent several years in a corner of one of the staff car parks - but that's another story in itself!

In 1958, Standard again entered the light commercial vehicle market with the forward control Atlas Van and Pick-Up. Both were designed to carry payloads of up to 1300 lbs and against that background, it's more than curious the decision was made to fit the SC engine in 948cc configuration.

The Atlas was not a success.

It was grossly underpowered, had less than ideal handling - especially when fully laden and was known to happily catapult its optional front sliding doors off their runners and into the road under heavy braking! Many pondered if it would do the same under heavy acceleration (had it been possible) but decided such a reality would soon turn into a nightmare of the worst sort. Let's just say an Atlas was not the sort of vehicle of which dreams are made. Even so, a van version amazed many by undertaking a support vehicle role as a parts and tools carrier when three Heralds drove from Cape Town in South Africa to Tangier in Morocco just before the Herald's public launch. In the book written of this epic journey - "**Turn Left For Tangier**" - the author noted while driving through the Sahara Desert, the Atlas crew had both doors slid back, the heater on full power and all in an air temperature well in excess of 100°F. This was all they could do to stop the engine boiling - and water isn't a plentiful commodity in any desert - especially the Sahara!

As one of the team members commented to me many years later, "we undertook the trip to prove the Herald. I don't think anyone had anticipated we'd be spending as much time keeping the Atlas going as we did!"

He didn't use those exact words - but I'm sure you can imagine the likely use of adjectives, of which there were more than a few - and none of them to the Atlas' credit!

By 1959, with the arrival of Herald, the Standard Eight, Ten and Pennant came to the end of their allotted span with a total build of 351,727 units. But it wasn't quite the end for the Standard Ten Van. This soldiered on into the early 1960's and the last examples, by now with Pennant front end styling, were fitted with the larger 1147cc engine from the Herald 1200. So was this the beginning of the end for the SC series engine? Certainly not!

As later versions in 1296cc and 1497cc were to show, it still had a very long way to go - and in a number of different cars in even more guises, many of which were never officially offered in North America.

By 1959, with the Standard Eight and Ten passing into history with the introduction of the Herald in the Spring of that year, the SC engine was the obvious choice for the new car. At launch, the Herald was sold in two versions - a saloon and a fixed head coupe. Later alternatives were introduced as a convertible and estate car, with an estate variant in the form of a small van called the 'Courier.'

To be continued in the February issue of the 'Overdrive'

The author with his own Standard-Triumph 'fleet.' From left to right

1974 **Triumph 2000**, 1950 **Ferguson TED20** and his favourite, a 1970 **Triumph 2.5PI**

### *Calabogie race track up-date*

**On October 12th, 2004**, the Council of the Township of Greater Madawaska passed the third and final reading of the re-zoning amendment for the new Calabogie MotorSports Park. This was a significant and pivotal step towards the completion of the new road course.

We'd like to take this opportunity to thank everyone for their inquiries, suggestions, and words of encouragement over the past eighteen months, and update you on recent events and new initiatives. Construction is nearing completion, with final grading being completed in October, safety systems being installed in early November, and a projected paving date of mid-to-late May, 2005. The polymer asphalt surface being used has a cure time of approximately two months, taking us to an opening date of July 2005.

As scheduling for the 2005 season is currently under way, we'd like to give everyone the opportunity to include Calabogie MotorSports Park in their calendars for the upcoming season. Tentative booking dates can be reserved for August 1st, 2005, and will be at an introductory rate for the shortened season. As an incentive to prospective clients, a pair of



invitations to CMP's exclusive pre-opening test weekend will accompany each rental for the 2005 season. All rental inquiries can be emailed to [info@calabogiemotorsports.com](mailto:info@calabogiemotorsports.com)

Please take this opportunity to explore our new website at [www.calabogiemotorsports.com](http://www.calabogiemotorsports.com). Highlights include more detailed specifications on the track, unique video footage, updated pictures of the track, and a video game being designed for CMP.

We look forward to seeing everyone in Calabogie for the 2005 season!

[www.calabogiemotorsports.com](http://www.calabogiemotorsports.com)

## *Triumphs books*

Dear Triumph sports car enthusiast,

Veloce is proud to announce a full colour version of the much acclaimed Triumph T5, TR250 and TR6 sportscars restoration manual by Roger Williams. We thought you might like to share news of this brand new edition with your fellow enthusiasts, club members, readers or website visitors. Attached you'll find a small .jpg image of the book's cover and information about the book (in Word and rich text file formats) as well as a banner link to our website which webmasters might find useful. If you'd like more information, sample pages, higher resolution cover images or a link from our website please let me know. On our website you can view sample pages and sample text. A limited number of complimentary copies are available for review and discounts are available to clubs, please contact us for details.

Yours sincerely  
Gary Jones,

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## *Upcoming Events*

**January 22, 1.PM. Winter Bash family event at Tim and Sue Dyer's home**, directions as followed. **Pot luck supper, please bring your favourite dishes.** This is a great opportunity to enjoy some cross-country skiing, sledding, snow shoeing, etc. Feel free to bring winter boots for a walk in the woods and tour of the nursery (probably not much to see under snow cover, though!)Tim and Sue will have the ATV ready for party attendees to try and, if they can fix the 4WD system on Jason's Jeep in time, some fun could be had with that too. Ice skating will be not be available since someone blew up the beaver dam. **RSVP to Tim and Sue Dyer, please.**

### **Directions:**

From Ottawa:

- 1.Take 416 south.
- 2.Exit at Fallowfield Road.
- 3.Turn right at the end of the exit ramp.
- 4.Turn left at the second set of traffic lights, onto Richmond Road.
- 5.Follow this road to Richmond.
6. At the traffic light in Richmond, go straight (landmark: Drummond's gas station on the right and Richmond Nursery on the left). This is now Perth Street, Richmond.
7. Go a further 14kms and you get to the stop sign at Dwyer Hill Road (the JTF2 military base will be on your right).

8. Go straight at that stop sign.
9. Go a further 3kms and turn left onto Ashton Station Road (ignoring the previous RIGHT turn at Ashton Station Road), as you approach the village of Prospect.
10. Go 1.5kms and take the first right onto Kings Creek Road.
11. We are at 427 Kings Creek Road, about 1.5kms on the left.

From Kanata:

1. Take the 417 East and exit at Highway 7, signposted Toronto and Carleton Place.
2. Follow Highway 7 and turn left at the first traffic light. This is Dwyer Hill Road and there is an RV dealer on the left corner.
3. Go straight at the first stop sign (Across Flewellyn Road)
4. Turn right at the next stop sign onto Franktown Road/highway 10 (the JTF2 military base will be on your left).
5. Follow the previous set of instructions, starting with instruction number 9.

There is also a map on our business website: [www.kingscreektrees.com](http://www.kingscreektrees.com). Go to the 'about us' page. There is a slight error in the map, though, because what they call 3rd Line is actually Kings Creek Road. If anyone needs directions from other areas, feel free to contact us at 253 4126 or e-mail at [kingscreektrees@aol.com](mailto:kingscreektrees@aol.com) (or e-mail us from the above website).

### **Feb. 22<sup>nd</sup> February OVTCMeeting**

**Feb. 26<sup>th</sup> British Club** darts tournament at the English pub Cumberland Arms in Orleans - tentatively scheduled. Details to be published when I receive them.

**April 3<sup>rd</sup>, British Autojumble hosted by the Boot n' Bonnet, Kingston, at Portsmouth Olympic Harbour ,**  
<http://www.britishcarenthusiast.com/BNB/events.html> Richard Woodley 613-967-0267

**April 17<sup>th</sup>. Ancaster British Car Flea market** and Car show, Ancaster, Ontario,

**July 7 – 30, VTR National convention,** Rockford Illinois

**July 16<sup>th</sup>. All British Car Day (ABCD)** Britannia Beach Park. More details will be available soon.

**July 30<sup>th</sup> Canadian Tire Annual Charity Car show** for the Queensway Carleton Hospital from 10:00 am until 4:00 pm. at the Canadian Tire on Merivale Rd. in Nepean, Ontario. As always, entrance is free to all and is open to all vehicle ages and types. Hundreds of prizes, contests and freebies for all. This year, the winning ticket for the raffle a 65 Shelby Cobra by EVA Sportscars at the show. Hopefully someone at the show will be driving home with an extra car. No registration is required. [www.carshowsite.com](http://www.carshowsite.com)

### ***TO ALL BRITISH CAR ENTHUSIASTS:***

### **CONSIGNMENT AUCTION of BRITISH CARS & PARTS, Sunday, May 15th, 2005**

Mainly British automobile related vehicles and parts with a few nostalgic inclusions (i.e. classic telephone booths, etc.) There are a few consignment spots open if some of your club members would like to participate. Please contact Ken Mason (519-942-1722 OR [ken@kmrestorations.com](mailto:ken@kmrestorations.com)) for details.

Where: Caledon Creek Farms, RR#5, Orangeville, ON

When: May 14 and 15th, 2005 - 9:00am Showing Saturday and Sunday; auction bidding begins 11:00am.

Additional details at [www.kmrestorations.com](http://www.kmrestorations.com) will be available in early January 2005.

## *Classifieds*

### ***Wanted:***

#### **Triumph GT6 MkIII.**

Looking for as solid and original an example as possible, but not a concours winner. Colour unimportant. Solid frame and body a must, interior and mechanicals can be less than ideal. Serious buyer who is looking for a properly priced example, not a dreamer looking for a steal, or a basket case. Please call Mike at 613-924-9235, or e-mail at [smbcogilvie@superaje.on.ca](mailto:smbcogilvie@superaje.on.ca).

**TR4A grill wanted.** I am a private party looking for the proper grille for a TR4A. Anyone in your club have one in good shape for sale? Also, I have a tr5/250 grille in excellent shape (straight, no rust or need for welding) for sale. Folks can get back to me by email. Thanks [kenstone1@comcast.net](mailto:kenstone1@comcast.net)

### ***For sale:***

**Triumph TR6, 1975,** Outstanding car, mechanic A1, red Ferrari/tan, 64 K. Completely restored by Professionals in 2001, new paint, all interior, roof, chrome, tires solid wood dash. Pictures and receipts for all work done. Total cost exceeding \$ 22 000. Professional estimate \$ 18 00, Make and offer 514 -745-4029 or e-mail [Jpmp1010@hotmail.com](mailto:Jpmp1010@hotmail.com)

**1978 TR7 - 2 Door Coupe For Sale** good condition (it has been stored since 2000 - needs a fuel pump, and has had a little good quality body work done.) white exterior w/ yellow/black stripe - red plaid interior - We are currently investigating value in order to establish proper price and are willing to negotiate. For further information please contact Richard at 797-1361

**1972 TR6.** 75K miles. Has been parked for the last two seasons. Needs some work. Price negotiable. Includes shop manuals. Please contact Wayne Tallack. 954-7841 (office) or evenings 830-2239 (home).

**1975 TRIUMPH TR6** (currently dark med. blue), current owner/family last 11 years, 57,567 odometer reading, solid and straight/clean car, overdrive transmission, mechanically sound(just passed safety), this is a "turn key" and drive home car, not mint ,but not a basket case either. Price negotiable and to be discussed (now taking reasonable offers). SERIOUS , mature, knowledgeable buyers only please! Viewing by appt. only. Please call (613)825-2683 (Chris) for more details, info etc (please leave message, name, phone #).

**Vredestin summer black wall tires,** Morgan owner. The tires didn't fit the Morgan. They are suitable for TR6's . 205/75/15, asking \$250, negotiable. Andrew Grant, 613-731-8717 [south Ottawa region]. [lisagrand@rogers.com](mailto:lisagrand@rogers.com)

**1974 TR-6 in original condition.** Original Paint, good mech. 92,000 miles, asking \$12,000. [Lynsueboyd@aol.com](mailto:Lynsueboyd@aol.com) 'Phone number 613-269-3604, please no calls after 9. 30 pm.

**TR3-A 1961 Red,** in heated storage for 15 yrs. Excellent body and paint. All original parts. Motor had 10K on rebuilt engine. Excellent restoration project, asking \$6,500.Can be seen by Appointment for serious buyer only.

**TR7 parts.** Here is a good deal before I break up this lot and sell it on a-bay.

<http://members.rogers.com/experiment/TR7.htm> John Michael Miner, 613- 282-4822. Nepean.

**TR7 parts for sale .** Moving in Spring, so must make room! Many different items available including 3.90 rear axle complete with drums, TR7 CV-style driveshaft, pre-1980 radiator, TR7 A/C condenser, A/C compressor & hoses, new Addco add-on front sway bar, stock 1980 rear springs (TKC3300), TR7 used cylinder heads complete with cam, TR7 5-speed bell housing, brake master cylinder complete with booster, charcoal canisters, Delco electronic distributor, Delco ignition coil, valve cover & head gaskets. Too many other parts to list. Call for more info, or to arrange a "viewing". David 613-822-1315 or [dhuddleson@sympatico.ca](mailto:dhuddleson@sympatico.ca)

**1966 Triumph TR4A IRS.** This car is in excellent condition. The engine is very strong. Idling oil pressure sits at 40-45 pounds. In the last four years, the engine has received new pistons, liners, valve guides, main/rod bearings, water pump, oil pump, stainless steel dual exhaust system, SU carb rebuild and is highly detailed. The brake/clutch system has received a conversion to dot 5 synthetic fluid along with a full rebuild on the master/slave cylinders. The transmission is

in perfect working order and does not have overdrive. The rear IRS suspension has been given a tube/shock conversion kit with stiffer competition springs and tube shocks that provide a better handling ride and eliminate 'squatting' that the TR4A/250/6 stock suspensions are known to have. All mechanicals work (i.e. lights, fan, wipers, gauges, signals etc). The top is in perfect condition as it is only two years old. The steering wheel is a Mota-Lita wood/aluminum design and the original steering wheel has been restored and is included. The walnut wood dash has been refinished with all new knobs. The gauges have been detailed including new glass and chrome bezels being polished. The front window glass is perfect. The tires are Michelins 165SR15's on painted wire wheels. The boot spare is a painted wire wheel. The interior upholstery and carpet is in great condition. The front/rear bumper chrome is near perfect. This car has been certified and cared for mechanically by Phil Allen. There is absolutely no rust on this car. A British Heritage certificate comes with the car. The exterior paint is in great condition and the overall cleanliness of the car is 'clean enough to eat off of'. This truly is a fine example of a TR4A which is ready to go and show. It won first place honours at this year's Brits in the Park British car show in Lindsay . Please contact with serious inquiries or offers only. \$25,000.00 Cdn. Whitby, Ontario. Ken Hilder Daytime - 1.800.263.2703 x228 or [hilder@swish.ca](mailto:hilder@swish.ca) Evenings - 905.668.3725

**1980 Triumph TR 7** convertible 5 speed. Motor completely redone for performance top to bottom. Motor alone worth \$\$\$ . Forged aluminum racing pistons, performance electronic ignition and lucas ignition amplifier, high capacity oil and water pumps, performance clutch. Car needs top, rocker panels and carpet to complete \$3500.00 . Owned since 1988. Marc. (905) 334 - 4242 Oakville, Ontario [studio3d1@hotmail.com](mailto:studio3d1@hotmail.com)



**Spitfire Calendars for sale** . The North American Spitfire Squadron is offering for sale a Spitfire/GT6 calendar full of coloured photos. For information and to order, please check the web site at <http://www.spitfires4fun.com/info-service.htm>

Ads in this publication will be published for the duration of two month. If you'd like to extend this period, please contact the news letter editor.

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 Don LeBlanc, 18 Alderbrook Dr., Nepean, K2G 0A5, 613-226-8708, [dleblanc@businessaccelerators.ca](mailto:dleblanc@businessaccelerators.ca)  
The OVTC is a member of the British Car Council and is affiliated with the TR Register (UK)

### *OVTC Executive for 2004*

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