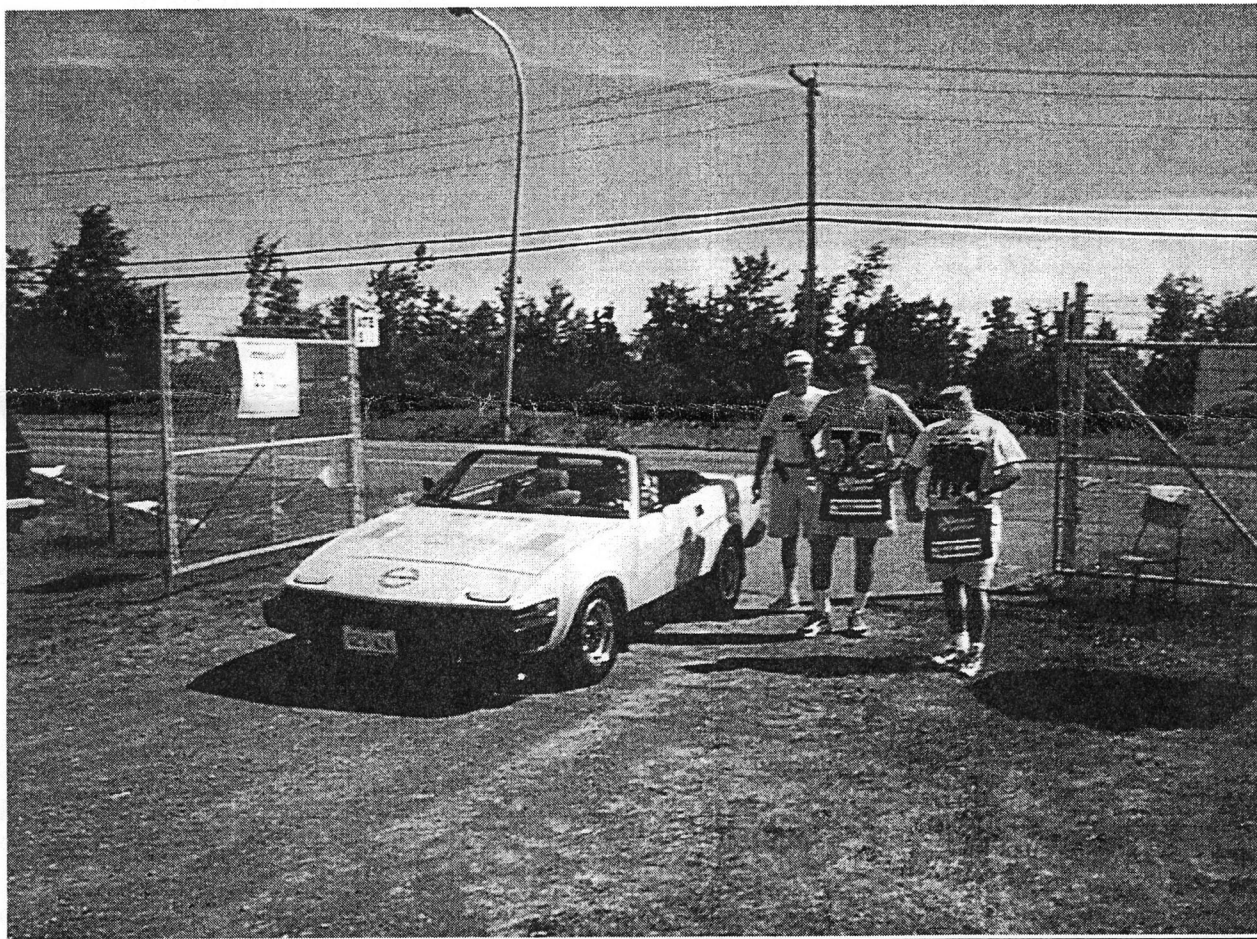




# VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

July, 1999



## C'mon in to Richmond '99!

- *Richmond Meet – hits & misses (with pics)!*
- *July 26<sup>th</sup> Meeting – Kit Heathcote rallies again!*
- *Plus much more!!*

*Cover: Here comes trouble! Richmond Volunteer coordinator Jeff Patterson is met at the Richmond gate by (l to r) Doug Charter, Malcolm Brown and Gary Kristjansson.*

**NOTICE! OVTC July meeting at the usual time & place – Manordale @7:30.**

### Renewal Notice for majority of OVTC:

A few renewals have been received since last month, but there are still quite a number of members whose status we don't know of. This will be the last newsletter for those who have not paid up for 1999-2000 by edition of the next newsletter.

### July 26 OVTC Meeting at Manordale:

The July meeting will highlight a talk by Kit Heathcote on preparations prior to the factory rallies Kit and Ken Richardson (amongst others) took part in during the mid-1950's. We may also have another treat in another local Triumph owner with racing and rallying experiences who may be along that night. Don't miss it!

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### Message from the President:

Another fine summer month has passed and we are now well into July. The Richmond show went as scheduled, in spite of a glitch in the advertised date. Representation from other clubs was healthy, including the Montreal Triumph Club, the Boot 'n Bonnet Club, the Hudson Auto Club and the 1000 Island Z Cars. In particular I would like to thank John Day for his efforts in making the show a success, and Carol Bourne, who took time out of her more than busy schedule to

design the dash plaque for the show. Also, I would like to thank all of the volunteers who took the time to help make the show a success. We couldn't have done it without you.

Ed and I had the opportunity to go to Mosport for the 50<sup>th</sup> anniversary of VARAC on the July 1<sup>st</sup> long weekend. For the most part, it was hot, though we did get a thunder storm the last night we were there. We were able to take the TR4 onto the track for 3 high-speed laps, much to Ed's delight. I have since recovered.... Saw lots of good racing and neat cars. OVTC members present included the Kayes, the Days, the Bencos, the Hennessys, Gord Robertson, Pat Onions, and Lonny McPherson. A good time was had by all (of course).

I've been out quite a bit in the GT6 over the last month as the Corrado was in for a body job. Of course, the days I needed to drive the GT6 were the hottest ones. But, I am happy to report that it is running extremely well and is a joy to drive. The Corrado is now back and looks great, thanks to Marcel Prevost of Prevost Collision Centre. And with warmer July days in store, I am happy to have my A/C back!

Unfortunately I will be unable to attend the July meeting, but I hope to see everyone sooner than later. Happy motoring!

### OVTC Summer Party at the Graham's:

Mike & Marjorie Graham have offered their home as the location for an August barbeque. With the number of new members in the past few months, this could provide the opportunity for informal introductions (not that the monthly meetings are regimental by any stretch of the imagination!).

The following is from our hosts, Mike and Marjorie: (see directions and map below).

*"We will BBQ sausages and provide cold slaw and potato salad along with soft drinks. Other beverages will be BYOB.*

*We look forward to seeing everyone and their cars.*

Directions from Ottawa

1. Take 416 South to Dilworth Road
2. Turn right onto Dilworth and go to stop sign
3. At stop sign, turn left
4. Proceed South to Fairmile Road (second road on left)
5. We are the first house on river on Fairmile Road (2422)

Directions from Perth, Carleton Place etc.

1. Take Dwyer Hill Road to Burritt's Rapids
2. At Burritt's Rapids turn left onto Donnelly Drive
3. Take Donnelly Drive to stop sign (about 10 minutes drive)
4. At stop sign go straight ahead (you will see Rideau River Provincial Park on right)
5. Fairmile Road is first right after the Park (we are at 2422).

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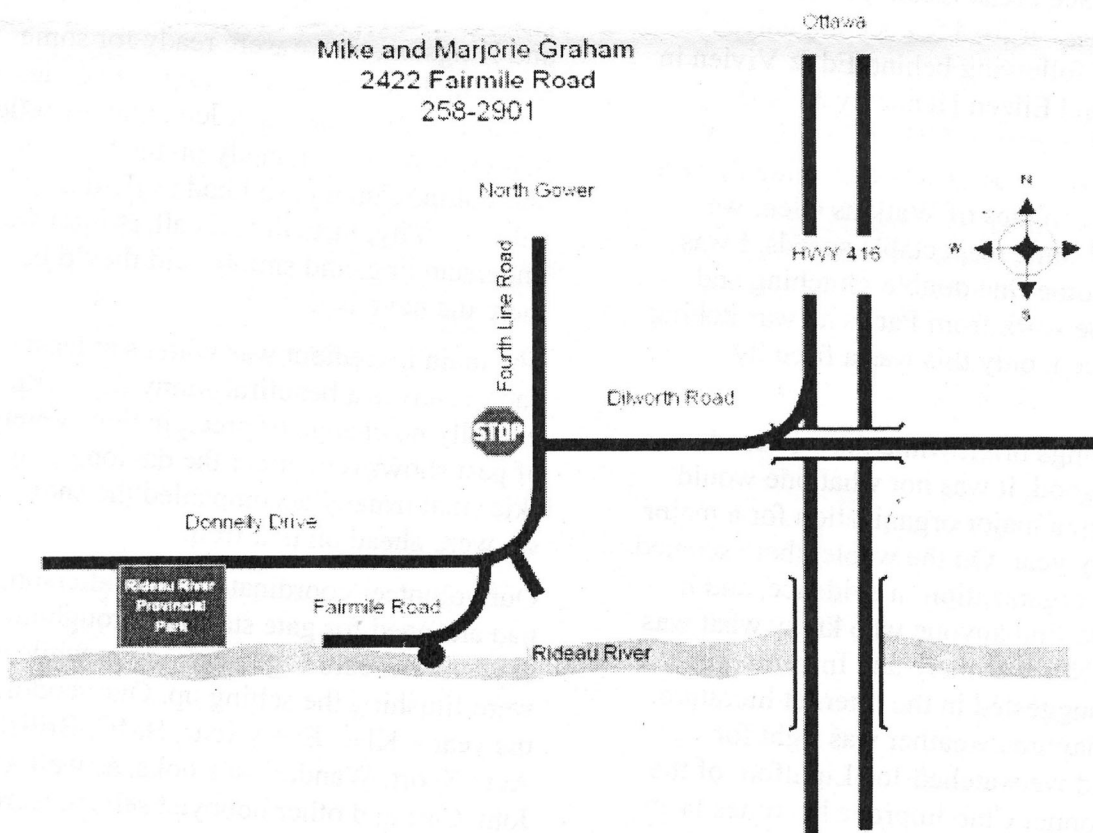


**Ned Loughrey**

*We'll keep your sports car on the road!*

### Mosport – July long weekend:

This year marked the 50<sup>th</sup> anniversary of the Vintage Automobile Racing Association of Canada, or VARAC. A group of OVTC'ers headed off to Mosport to do some camping, watch some vintage races, and relax amongst the pines at the top of turn 2, where the best visibility exists. The Day's arrived first and staked claim to a good piece of soil (read 'flat') and watched the Lotus Track Day on Thursday. The main group arrived Friday around noon hour – the Kaye's, Hannessy's



and Benco's filled the site, while nearby camped Gord Robertson with daughter Becky, and Lonny McPherson at another site with a friend. Pat Onions was down from North Bay with his TR4, but stayed with a friend in Peterborough while his son & grandson camped out.

What had been an excellent forecast for that weekend had somehow turned into a real mixed bag of stuff – hot & dry during the day, but with high winds and rain a couple of the nights. We were fortunate to get as little as we did at Mosport, however. The town of Lindsay, a mere 20 miles away, was pounded with reports of funnel clouds. The damage afterwards was reminiscent of the ice storm – decades-old trees split like bananas on almost every street, and over half the town was without Hydro at one point. Yuck!

One extra fun activity was the public lapping of the track on Saturday and Sunday. We were near the front of the queue when the noon hour race break meant public cars could follow a pace car for \$5. I accompanied Pat in the TR4, following behind Ed & Vivien in their TR4 and Eileen Hennessy & Jane Benco in Hennessy's TR3A. Surprisingly, our group got 3 laps (I was expecting 2), and compared with laps of Watkins Glen, we actually hit some respectable speeds. I was treated to some fine double-clutching and heel-and toe work from Pat as he was itching to pass Eileen, only this was a friendly procession!

To keep things brief, while the weekend itself was good, it was not what one would expect from a major organization for a major anniversary year. On the whole, there seemed to be little organization in evidence, and it was hard to find anyone who knew what was going on. Nor was there any Information Kiosk as suggested in the Internet literature. Still, the daytime weather was right for racing, and we watched Joe Lightfoot of the Boot'n' Bonnet Club improve his times from last year. Well done, Joe! The final verdict

was that it was an enjoyable weekend, though not on the scale I was expecting for a 50<sup>th</sup> Anniversary celebration. I had hoped to see the new Jaguar prototype XK180 2-seater that was said to be present, but no luck there either. Will I be back – probably!

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### **RICHMOND - June 27th, 1999:**

The Tenth Anniversary Sporting & Classic Show is now a memory, but it is a fine memory for the OVTC as a whole, as it was another success.

The show had been given wide coverage at prior car shows in the area and in Montreal and Kingston, so we were ready for some new and different cars making the voyage. A minor mixup in the paper led many to believe that the show was actually on the Saturday and not the Sunday, so I had to field a few calls. Luckily, virtually all callers I got were understanding, and simply said they'd be there the next day.

The main ingredient was with us at least – we had ourselves a beautiful sunny day, with virtually no change of precipitation. Veterans of past shows remember the daylong gray skies that usually accompanied the show, so we were ahead on that front.

Our volunteer coordinator, Jeff Patterson, had arranged for gate staffing throughout the day, and the cars began coming in while we were finishing the setting up. Our vendors for the year – KDC Everywear, BMC, British Auto Sport, Wanderlust Books, as well as John Carr and other hobbyist sellers, were all

established in and around the Show Barn. They all reported a good day of sales, and will be back next year!

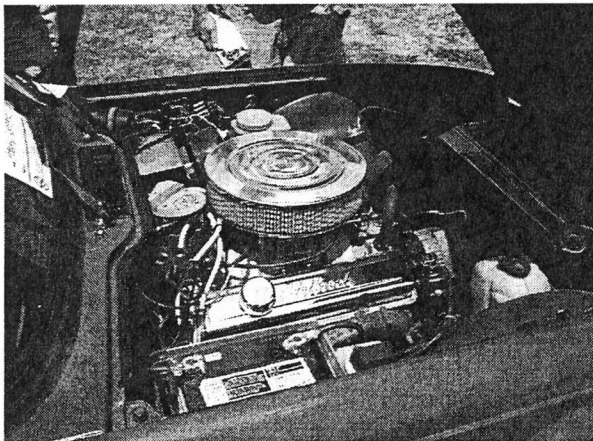
Below are a few snaps from the Show:



Above is the car that won for Participant's Choice – the 1953 Alvis of Lorne Plunkett.



Here is the TR4 of Pat Onions, who came down from North Bay (a day early) for the show.



Who says a TR6 can't be a performer?



Ned Loughrey's MGB – 'Yeah, baby!'



A nifty little Nash Metropolitan from 1960.



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### **VTR and TRF meets back-to back:**

The Vintage Triumph Register, the large US-based TR organization, is celebrating 25 years this year, and is holding its Silver Jubilee meet in Portland, Maine from July 31-August 2. Last I heard there were nearly 270 confirmed registrants, and that number will likely climb as the date nears.

The following weekend is the Roadster Factory (TRF) Summer Party 1999, held on the grounds and in the vicinity of TRF headquarters in Armagh, Pennsylvania. TRF is celebrating the 30<sup>th</sup> anniversary of the introduction of the TR6, and are hoping to attract 500 of that model alone to this year's show. If you want to feel less unique, don't miss it!

I don't know if anyone from the Ottawa area is planning to go to either event, but if you do, be sure and provide a story for the newsletter.

### **Monte Carleton Rally & British Car Day:**

Here is a unique opportunity for a good "double header". The MG Club hosts its popular 'Monte Carleton' rally (reminiscent of the Monte Carlo Rally) with the intended finish to occur at the Boot'n'Bonnet Club's British Car Day in Kingston. The date for these events is this August 22. The Rally begins at 9:00 at the RA Centre on Riverside Drive, where cars make the journey southward. The Rally is full of neat surprises, so if you want to go to BCD, this is the way to do it.

As for British Car Day, this is the B'n'B Club's equivalent of Richmond, only there's more shade! Registration is \$15 per couple, which includes a BBQ meal. It is safe to say that "a good time will be had by all" at BCD. Hope to see a lot of OVTC cars out on the 22<sup>nd</sup> for both the Monte Carleton and BCD!

### **Malcolm Brown & 'The Dark Side':**

My, how times have changed! Malcolm Brown, honorary member and the OVTC's

first president, has sold his TR6 and replaced it with – of all things – a new 1999 Mustang GT! Malcolm's returned to his Ford roots, plus he's opted for the 4-seater type of car the whole family can travel in. At least that's his story, and he's sticking to it!

### **OVTC Bad Luck Streak Continues (by John Tierney):**

Wow, great news - I get to go to Mosport to see the vintage races! The weather did not look too promising on Canada Day for a trip to Mosport on the following Friday, but wake up to a decent looking day.

I had already made tentative plans with my brother George (1959 MGA, 1974 XJ12 both of which were under the weather) to pick him up Friday morning at his house in Spencerville, just north of Prescott. We would then head down the 401 to Mosport.

The TR8 ran great from Ottawa to Spencerville. So we headed out, top down, AC/DC on the CD player, sun shining. Just past Brockville we felt a funny vibration, sort of like a bad wheel bearing, that was followed very quickly by a bad smell. I slipped into neutral and braked to pull onto the shoulder, the engine died, and we rolled to a stop. I wasn't quite sure why it stalled, so I put my foot onto the clutch and turned the key, it started and sounded fine...until I let out the clutch.

The racket from the transmission was horrendous, so I shut it down. Sorry George - we're not going anywhere today...CAA to the rescue.

We settled down for the wait for the tow truck and not too long after Ed and Vivien happened by with the convoy. Now I know why Ed has the trailer! They stopped for a second then headed on their way.

When I finally got home, the towing guy helped me push it into the garage. I got it up in the air and started unbolting things - exhaust, headers, drive shaft... I was able to

get most of it apart but not out. Saturday morning I got back to it and I dropped the transmission onto my creeper and dragged it out from under the car. What a mess, when the input shaft bearing broke, it tore out the front seal and spewed burnt oil everywhere.

When I finally got it apart it didn't look too bad other than the burnt bearings and the input shaft and the front synchro. As it turns out all the internal bearings are standard and General Bearing Service not only had a listing for this transmission they had almost all the bearings in stock! I was able to get a used input shaft and a new synchro ring from the Miniman. That just left the oil seals and gaskets. I sent a fax to the Roadster Factory and the oil pump kit was on backorder. I called Obsolete and they had everything in stock.

By Thursday night I had all the bearings replaced, all the burnt oil cleaned up and it was just a matter of getting the gaskets and seals so I could reassemble the whole thing. Friday afternoon the package arrives from Obsolete, so now I'm all set. I was able to put it all back together on Friday night ready for installation Saturday morning.

Saturday morning I filled the transmission with the G. M. Synchronesh fluid (even the parts guy at the dealer doesn't know what's in this stuff). I lifted it down off the Workmate and slid it under the car. This brought me to the point of how the heck was I going to lift this thing into place! My nine year old son was a great help passing me tools, but he sure wasn't going to be able to help muscle this transmission up.

Luckily I have two small Canadian Tire floor jacks, I was able to bolt a short piece of wood to one to support the bell housing, and I used the other under the tail and rolled it into place. Then by jacking bit by bit I was able to get the angle just right to slide it into place. Re-installed the headers, (by the way I had them ceramic coated while they were out!

Looks cool!) put the exhaust back in, start it up. All by noon on Saturday. I have always felt a little intimidated by transmissions, but after working on this one not any more.

On the road it sounded bad at first, as I expected, since I didn't replace one of the damaged gears, I knew I was taking a chance. But it runs fine and the noise is mostly gone now except for in compression when slowing down it whines like crazy. For now it will do I am hoping it will quiet down and I will keep my eyes open for a spare. Does anyone have a 5 speed they want to get rid of? I am planning to drive to work every day this week and then change the transmission oil on the weekend, hopefully there won't be too many shavings in the oil.

For now we are down the road.

Regards, John T.

### **Is the ex-Presidential Jinx over?**

That now makes 2 ex-presidents (Malcolm & John T.) who have each had recent mechanical woes of a not-so-minor nature. Hopefully my starter motor rebuild counts as my venture into this jinx domain, with no further mishaps! (JD)

### **Oil Drips – the OVTC Gossip Column:**

- Doug Charter has had his car painted white, so hopefully we will be seeing more of it while the Lincoln stays home.
- Ed Kaye's TR4 is operational again after breaking down on the way home from the June OVTC meeting. Thanks to Jeff P and Dave H for helping out that evening.
- Rob Christopher has got Shaun Spence's former car all safetied, and the alternator rebuilt to boot, along with help from 'the Doctor' (we all know who that is).
- This just in – Vivien tells me that while Ed has been away in Virginia golfing with some friends, he managed to find and buy another TR4. Can't turn your back on some

guys for a second! Not like I'd ever do that, says John D. (a.k.a. the 'Pot').

**Classified:**

- 1959 TR3A - a club member's car. Due to a busy life style, this car just sits and sits instead of being driven and driven - this is the reason for its sale. The car is in excellent condition and drives beautifully. Price : \$8,750.00 Firm - Firm. Along with the purchase comes a full array of desirable TR3A spare parts. Call :741-7943 (voice mail) or e-mail owner at: disipio\_john@wsib.on.ca.
- 1979 TR7convertible. Red, 5 speed, good running condition. New top. No rust. \$4,900 or best offer. Bob Phung 851-6139
- 1960 TR3A. Same owner since 1971. Overdrive, wires, TR4 engine, good overall condition. Fibreglass skins. Asking \$6,500. Call Peter Wright at: 290-2816 (days), or 836-4463 (evgs).

- 8) Ain't gonna drive no sissy car with a "bonnet" and "skirts" on it;
- 9) Can't figure how to roll up the window on a TR2-3; and
- 10) Boots don't fit in the boot (groan...)

**Next Month:**

- A salute to the TR6 - 30 years young!
- More 'Oil Drips'.

A couple more Richmond pics to leave you with!



The nifty Herald convertible of Graeme Gordon.

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- 4) No place to put a gun rack in the back window;
- 5) Don't know what model came after the TR2;
- 6) Can't figure out how to pry off the hubcaps on those wire wheels;
- 7) Prefers beef steer to oversteer or understeer;



Lorne Plunkett receives his 1<sup>st</sup> Place Award from Vivien for his 1953 Alvis 'Grey Lady' convertible.