

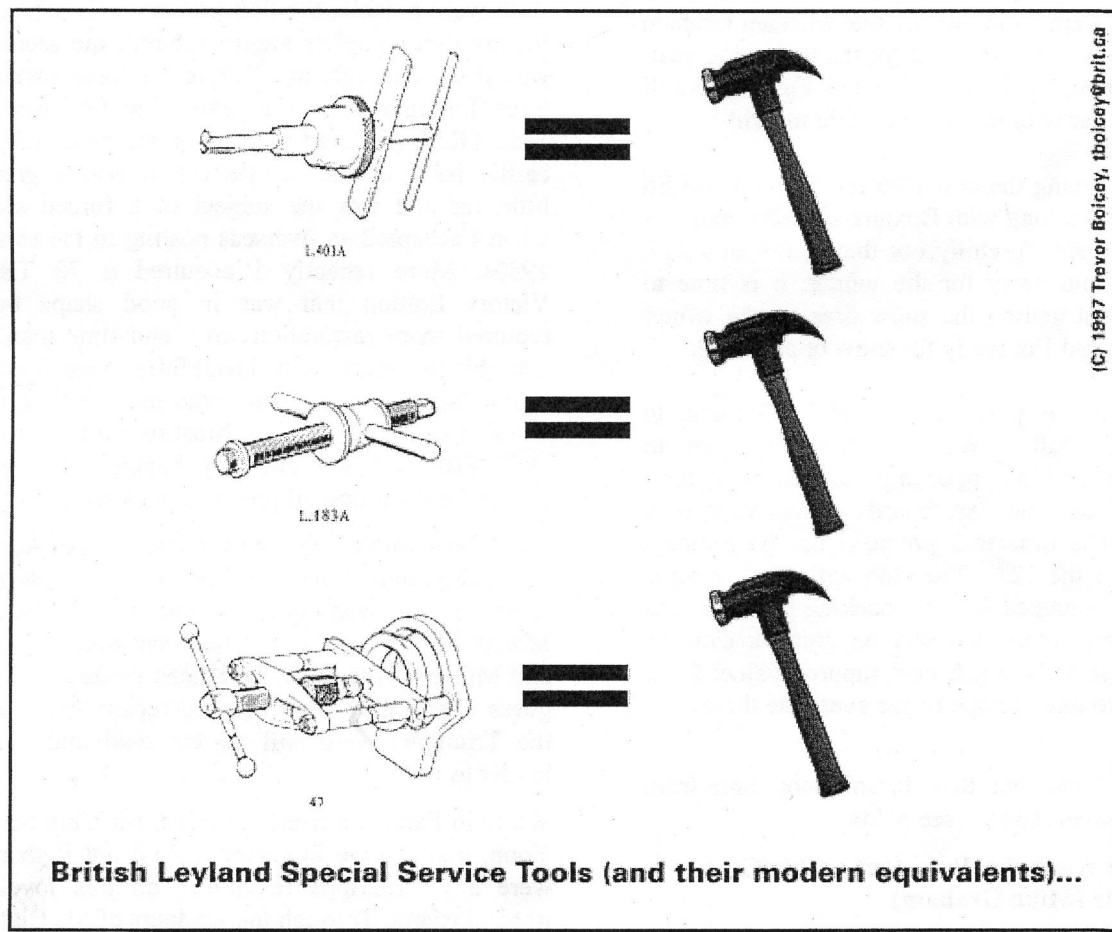


# VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

November, 1999

## Obscure British Car Humour



- *New Executive for OVTC*
- *Storing your car, the info, the myths, the tips*
- *Plus much more!!*

Cover: Trevor Boicey has drawn some of his obscure British Car Humour and made it available on the Web. For more examples surf <sup>to</sup> <http://www.brit.ca/~tboicey/comics.html>

**NOTICE! OVTC meetings have been moved from the 4<sup>th</sup> Monday to 4<sup>th</sup> Tuesday of each month.**

**Message from the Past President:**(Vivien Kaye)

It was a cool night, with only two or three Triumphs in the parking lot, but the new OVTC executive was put into place at the October meeting. I am happy to say that Michael Graham has agreed to be President for the upcoming year. At the moment, he is in the Far East, so you'll have to bear with me for one more month!

I'm still seeing the odd TR6 on the road and Ed in the TR4 (along with Boxters and Z3s), but it is definitely getting chilly out there. For me, with the GT6 put away for the winter, it is time to think about getting the snow tires on the winter car. Not that I'm ready for snow or anything.

The Christmas party is a go at Le Skcratch, in Merivale Mall. We will have a room to ourselves, and the opportunity to play pool (for a fee) and use the dart boards (bring your own darts). The time is 2 pm to 5 pm on Sunday, December the 12<sup>th</sup>. The club will provide some trays of munchies for our snacking pleasure. As in previous years, we will be doing a Chinese auction, so wrap a gift item (approx value: \$10), one per couple. I hope to see everyone there!

Mike is away but this doesn't stop him from filing a travel report – see below.

**Message from the President a/k/a/Greetings from Asia (Mike Graham)**

(Penang, Malaysia) Unfortunately, I will be unable to attend the first meeting after assuming the gavel from Vivien. I would, however, like to thank the entire executive for their excellent work in guiding the club over the last year. Vivien and John as President and Newsletter editor, in particular, have been very busy and the success of our events and our newsletter are clear

indications of their hard work.

It is a real privilege to join the executive as President and to become more active in the planning of club activities. Marjorie and I have been members of the club for the last two years and have learned from other members and enjoyed the social aspects of the meetings and events. It will be nice to have the opportunity to give something back to the club.

Since I started to build plastic models as a kid, it has always been cars that attracted my interest. This has led to ownership of a rather wide range of cars ... British, American, and Japanese. First in the British line were a couple of Vauxhalls. Both were notable, the first presented the chance for my first complete engine rebuild, the second was pink and right-hand drive. I have owned three Triumphs over the years. The first was a 1959 TR3A (featured by John on the cover of an earlier issue of the newsletter). It was a great little car and was the subject of a forced sale when I accepted an overseas posting in the early 1980s. More recently I acquired a 76 TR7 Victory Edition that was in good shape but required more restoration work and time than I was able to commit to it. Thankfully, it has found a new home and an owner who has the time to devote to a full restoration. Most recent baby is a 1973 TR6, which I am very happy with and, except for declining oil pressure, runs well.

I have been on the look-out for Triumphs in Asia, but until yesterday had not been able to catch up to any. I have seen quite a number of old Minis, Morris Minors, and even the occasional Jaguar and MG. (All the MGs have been parked so my guess is that they were needing repair; whereas, the Triumphs were still on the road and thus harder to find.)

While in Panang a friend of mine, Mr Chin Saik Yoon, made some inquiries to find out if there were any Triumphs remaining on this lovely tropical island. Through the kindness of Ms Clara Ooi (herself an MG owner), we were very fortunate to be put in touch with Mr V. Sithambaram. In addition to being the proud owner of a concours-winning 1964 TR4, Mr Sithambaram, an eminent Penang lawyer, also owns a 1957 Mercedes 190S (which he drives to work on a regular basis). I give my new digital

camera a bit of a workout and spent a wonderful hour or so with him and his wife chatting about his beautiful TR4. My photographs likely do not do justice to this car ... a fully restored award-winning classic.

The car was purchased by its now seventh owner in 1989 in Kuala Lumpur, and has since undergone a complete restoration. After being the runner-up in the North Malaysia Vintage Car Register in 1993, Mr Sithambaram redoubled his efforts to restore the car to pristine condition and captured first place in the vintage class in 1994. However, to prove that this is a car that should be driven, he entered the 1995 Langkawi International Motor Show Round-the-Island Rally and drove away with the title with his daughter in the navigator's seat. In addition to a nice trophy for the victory, he was awarded a gold watch by the Sultan of Kedah.

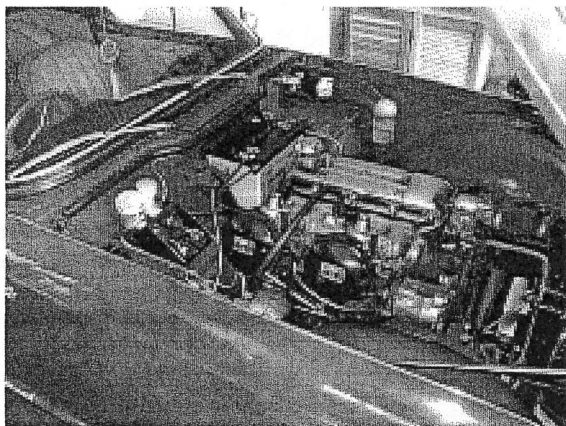
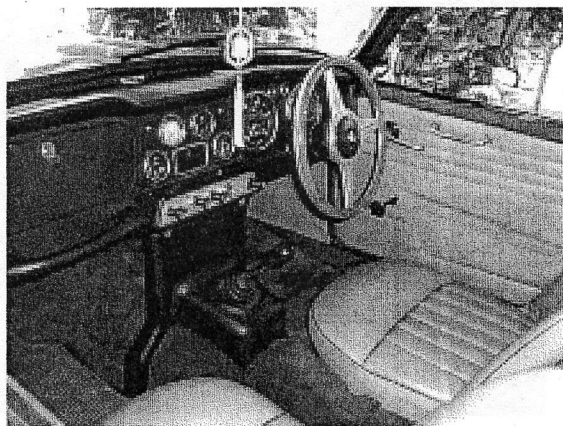
I was lucky enough to get a drive in the car, which handles and drives just as good as it looks. Mr Sithambaram has promised to share the local classic car newsletter with the OVTC, and in return I said we would add him to our mailing list. After I presented him with one of our OVTC t-shirts, I reluctantly said goodbye and headed off to get back to work.

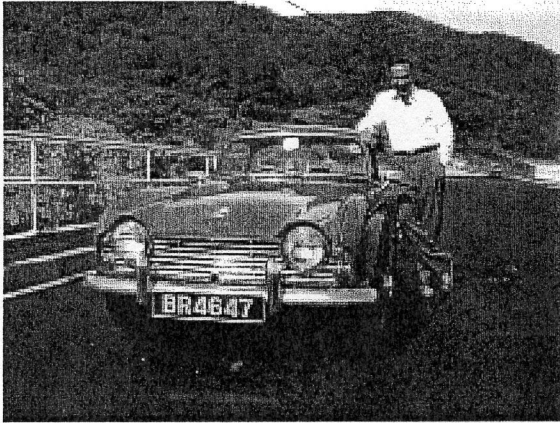
What a great break in a rather hectic schedule.

Hope to see everyone at the Christmas party.

Mike Graham

Penang, 13 November 1999





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### October 25 OVTC Meeting (Andrew Miller):

The night drew just a few of our cars but twenty of us into the building.

Peter brought up a few interesting points from the *other* club including identifying club cars with a magnetic sign. One of our more inventive members offered free door engraving with your choice of 3" common Spiral Nail or 3.5" Galvanized Finishing nail.

I ran through a collection of winter storage tips collected from various sources. We put a few myths to rest, expanded on a few points, threw a couple of tips out and moved a bunch of tips into the "save for springtime" section. The membership approved list appears later in the newsletter.

A couple of new members including a prospective member: Welcome to Brian Cruise, Mark Davis (a member of the Morris club in England) and Peter L'Abbé out prospecting the clubs before he decides on the car and the club. *[Peter decided on us – does this confirm that there really isn't a choice between clubs?]*

### Special Offer (this one is real)

John Neal showed a Year 2000 Calendar of his TR3 and offered to make additional calendars available at a per copy price of \$12.

If you would like a custom wall calendar of your own car, please bring a good quality colour photo next meeting and John promises to scan and laminate in time for next meeting – makes a perfect Christmas gift !!!

**(one more reminder – see you on December 12th! Christmas Party)**

The Xmas party will be at Le Skcratch. Le Skcratch is a pool/billiards entertainment emporium and is located at the south end of Merivale Mall on the second level, it's the same location as this winter's Dart Tournament. The club will provide some munchies, people will have to buy their beverages and rent the pool tables.

### OVTC Exec Elections for 1999-2000:

The Exec elections were a hotly contested topic at the meeting. The voting margins were some of the closest margins in recent club history!

President – Mike Graham

Past President – Vivien Kaye

VP – John Day

Editor – Andrew Miller

Social – Ed Kaye & Bob Thomas

Treasurer – Vivien Kaye

Membership – David Huddleson

Regalia – Gord Robertson

### Newsletter Content (Andrew Miller)

The Newsletter is your newsletter. Please suggest articles, topics, perhaps even put a pen to paper (finger to keyboard) and contribute.

Although I have grown up with Minis, Morris Shooting Brakes, Triumph, Hillman Imps (& Minxes), Ford Cortinas, Jaguar MkII even a BMW bubble car in the family I did suffer a lapse in the early seventies after moving to

Canada. Yes, I started my driving life on the Dark Side and drove American Iron in the form of Mopar with 383 4 barrel carbs, flirted with Pontiacs (400, 4-barrel) and finally was exorcised by an economically influenced Chevy Vega (I have not owned American cars since 1981)

My re-entry into real cars (Real cars have two seats – all the rest are just buses) occurred three years ago when I came across a 78 Spitfire.

The Spitfire caused an awakening and I delved into real cars deeply. I joined the club, I scoured the Internet, bought books after books, ordered in parts from Rimmer, Moss and VB as well as buying locally through Miniman.

After two years of driving the Spitfire – and loving it, an evil friend offered me a GT6 engine

- "...it just bolts into the Spitfire .." he says
- "...a Spit-6 would give you all the open air feel of a convertible with the power that the Spit was missing..." he says

so I started to look into my own Spit6 conversion. Having two young sons and summer commitments of three nights a week coaching their respective soccer teams and one night a week leading their Beaver/Cubs it didn't leave a lot of time for a DIY conversion if I was considering driving the car that summer.

If you can't drive it why own it?

So I talked to a few shops. The same evil friend offered me a GT6 bonnet assembly. So now the project looked like

- Engine rebuild (it had been sitting still for 20 years)
- Repaint – bonnet was BRG, car was Damson (plum coloured, or Wild Raspberry if you use Tremclad)
- Brake retro-fit, some suspension work
- Overdrive insertion

Now at commercial rates this was starting to look like a \$5-6K project just to get the free engine.

While discussing the project (and coming really, really close) I found a 75 TR6 – all the stuff I wanted with new paint, OD, roll-bar and by selling the Spitfire (sob, sob) came in at the same

price for a car engineered by Triumph – as opposed to engineered by Triumph and undergoing radical surgery.

Upon reflection, the Spitfire is a great car, the TR6 is a great car. I'm not a purist (I do have a Canadian Tire battery and a Sony CD player in the TR6 – the Spitfire had been uprated with dual SUs, headers, Stebro etc.) but I think the decision to leave it alone and trade was the right one.

Why am I telling you all this? well I have the shared passion in Triumph but do not yet have the knowledge that is shared so openly in the club.

I would appreciate any and all input from the club members. My word processor occasionally traps spelling and grammar (leaving myself open with an excuse if my grade school English teacher is reading this) so input doesn't need to be pretty – it's content that we care about here.

### **The Cars are the Stars (J.Day)**

As some of you know, every first Sunday in the month is the British Breakfast at the Capital City Diner (Hunt Club @ Merivale). This past Sunday there was an added twist. CJOH was along to film the various British cars for a small segment on the news that night, plus apparently for an upcoming segment to be aired in a couple of weeks. The lure of the cameras was enough for over 2 dozen British cars to tempt the clear but chilly morning of November 7 and try to get their cars on TV, plus have a bit of fun at the Diner. The owner, Hill Goldberg, had also organized a raffle of various small prizes for the participants. There were also several old 'Autocar' and 'Motor' magazines offered in exchange for donations to a breakfast program for needy youngsters that Hill runs.

OVTC members present were myself (TR3A), Paul & Kathy MacDonald (TR8), David Huddleson (TR8), Roly Mailloux (Spitfire) and Gord Robertson (half marks for being in the E-type!). There were quite a few from the Rover and MG clubs, plus a couple Loti, some old & new Jags, a Healey, and other Minis. We saw CJOH filming all the cars while we were inside for our breakfast, then we all pulled out of the lot in a solid British line as the camera rolled. I

was behind the MacDonald's, and on the news they were in full view and about to turn out to reveal the 3A when the tape stopped! Rats! So close and yet so far!

To help make up for that, I did note that the segment showed an MG being pushed toward the exit of the Diner. I believe it was the Midget of Andrea Harasek, though I believe her dad, Len Fortin, had driven there that day. I hope you didn't break Andrea's car, Len.

### Mailing Lists

The Internet has a huge selection of information concerning our cars. Web Sites, List Servers, online newsletters.

A list server echoes any mail it receives to all registered subscribers.

Subscribers can post questions, responses and gossip – caveat sometimes the 'threads' are unfocused and gossip/humour.

Over the next few issues I'll pass along a few references for sites of interest.

<http://www.autox.team.net>  
manages list servers for various marques.

To subscribe to triumph mail list  
mailto: [majordomo@autox.team.net](mailto:majordomo@autox.team.net)  
in the subject line  
subscribe triumphs [your email address]  
or  
subscribe triumphs-digest [your email address]

### Web Sites

<http://www.vtr.org>  
home of the Vintage Triumph Register

## Bytown British

1003 Cummings Avenue  
Ottawa K1J 7S2  
(613) 744-4900



Ned Loughrey

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### Club Membership Updates

This issue contains the 1999 membership list. Please review the list and forward any changes/additions etc. to David Huddleson. Telephone and emails are listed on the back page

### Email

John Day pioneered the use of emailing newsletters. (Thanks John!) If you would like to receive your newsletter via email (the photos are in colour!) please contact Andrew Miller.

### Web Site

We do have the opportunity to make present and past issues of newsletters available on an Internet web site. If anyone is interested, please let Andrew Miller know and I'll start things rolling.



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**Regalia**

1999 has been a good year for regalia sales... over \$600 worth. A large part of this was from brisk sales at the Richmond show.

I am working on a new batch of baseball hats and a new design for some more T-shirts which should be ready for spring. We are always looking for suggestions for new regalia items ... so if you have any ideas please let me know.

Regalia makes a great Christmas gift, many of these limited edition collector items are almost out of stock and won't last long so shop early and don't be disappointed.

See Gord Robertson (the guy with the blue suit case ) at the monthly meetings.

ITEM	PRICE
Club licence plate frames	\$4
OVTC crest lapel pins	\$4
OVTC crest patches 3"	\$4
T-shirts – S&C auto show	\$5
T-shirt – 25 years of TR Register	\$20
Baseball hats – new style	\$8
Baseball hats – OVTC crest	\$8

**Classified:**

- 1974 TR6. Located in Belleville. Off road mostly since 1979, stored since 1984. Body good overall, but needs rockers. 10,000 miles on rebuilt engine. Red/black, 4-speed. Asking \$4,000. Call Greg Yarmola at 613-966-9627.
- Two TR7 engines and a 4-speed transmission. Call Matt Taylor at 613-687-4894.

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**Next Month:**

- An update on the Mills' Millenium project.
- More 'Oil Drips'.

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

- Reported last issue that Andrew Miller was considering adding a Fiat Spider *benna della ruggine* model to the fleet. Unfortunately the car re-defined project and– turns out *benna della ruggine* means rust-bucket in Italian – Ciao !
- Rob Christopher recently pulled the gearbox on his TR6 for some TLC by the Doctor over the winter months. Wonderful organization ! [– by the time I arrived to help all the bolts were undone, the beer was cold and all that was missing was the second strong back to remove it from the car – Seemed too easy, maybe the challenge is re-installing it?? – Ed.]

Keep in mind the finalized date for the OVTC Christmas Party – December 12, at a Le Skratch – South end of Merivale Mall on Merivale Road at Viewmount Road.

### Preparing your car for winter

The following information is a combination of articles previously published but collected, consolidated, updated by the benefit of our club members experience.

- Drive the car min of 20 miles to warm everything up (puts a smile on your face and reminds you why it's worthwhile doing this properly).
- Change the oil – check Canadian Tire special (I know, I know but an oil change/brake inspect/tire rotation for \$29 is hard to beat.)
- General consensus was an oil change without a filter change was false economy.
- Replace coolant every two years. General consensus was that this was easier than measuring specific gravity and a flush of the system and a replenishment was generally a good thing.
- Park the car on a plastic sheet to stop ground condensation (Condensation is a major threat, both inside and outside). One members experiment with a TR6 rad and spilling coolant all over the floor was not a practice to follow or recommend.
- Remove carpets and underlay – let them air during storage – it's also important that the car be parked dry in a well-ventilated dry place. (Remember your High School chemistry and everything that supports the rust monster?).
- Fill the fuel tank. Add fuel stabilizer if this is more than a long winters nap. Gasoline tank condensation and water contamination is not a big problem as long as you fill the tank completely with gasoline. Just by limiting the volume of vapor space above the gasoline, in the tank, you will eliminate condensation related damage in the fuel tank.
- Top-up the master cylinder, steering box, transmission, rear end, radiator fluids.
- Lubricate door hinges, hood (bonnet) hinges, Trunk (boot) hinges.
- Optionally, smog the engine to guard against moisture in the carb(s).
- Place a few drops of oil in each cylinder, replace plugs.
- Disconnect and remove the battery – do not store on concrete floor , use a block of wood to raise the battery off the floor – store in a dry, cool environment – a furnace room would likely dry out the battery. Periodically check and charge the battery over the winter months. (remember it does get charged each day during the summer – why ignore it now?).
- Wash & wax the exterior, wax but do not buff the chrome, wipe vinyl surfaces with a protectant, use glycerine on the door seals (not nitro-glycerine – read the label carefully !☺).
- Give the engine compartment a spray of WD-40 to displace and present a barrier to moisture accumulation.
- Move the wiper blades off the windscreen or insert some barrier between the blades and the glass.
- Do not put the parking brake on. Although consensus was that a one hour drive in the spring would cure any seizure of the parking brake (uuugh !).
- Seal the master cylinders by screwing the covers on lightly over a piece of plastic !.
- Cover with a snug fitting cover – breathable. Make sure that you check for cover flutter – this will scratch the paint. NEVER use only a tarp as this will leave marks in the paint.
- Place steel wool in the exhaust pipe to deter rodents (Place note on dash!).
- Place small amount of moth balls, cedar chips, or Bounce sheets in the car to deter rodents (if you are using moth balls place them in aluminium pie plates or cans so that the smell doesn't leech into the upholstery directly – ask me how I know ) Also add to your steering wheel note the location and number of mothballs.
- Raise windows and roof (if applicable).
- Raising the car up on jackstands or blocks relieves the constant pressure on the coil/and or leaf springs and helps keep the tires from dry-rotting and flat-spotting – raise the car high enough to avoid flat spots but not high enough to stretch the springs alternately add a few pounds of air to the tires.
- Change insurance coverage (if material).



Storage myths:

- Running the car each month for 20 minutes when stored in cold environment.

*Ideally, the oil temperature should also be brought up to normal operating conditions - and this isn't possible if the car just sits in the garage - no matter how much you rev the engine. You need to take the car out for a drive for about 20 miles or a half an hour. When you go out to the garage to just warm the car up, what you're doing is raising the temperature inside the block - but the engine doesn't run long enough for the engine block to get entirely heated. As a result, when you shut the car off the difference in temperatures (hot inside but cold outside) causes condensation on the inside. Condensation is moisture - and moisture causes rust*

- Blanket on the engine is a myth propagated by engine rebuild shops. All it does it trap moisture and keep it close to the engine.

**Woznica's Law.**

- The strength of overhead shelves is inversely proportional to the value of the item parked under them.

**Millers Law**

- There is such a thing as too much rodent avoidance in the form of moth balls.

Springtime

- Check each and every hose for loose clamps and rot. Also check the fan belt and steering rack bushings.
- Check all electrical connections for corrosion or breakage. Ensure battery is fully charged from the morning drive (alternator condition check).
- Note the condition of brake pads, rotors, and drums. Clean and adjust rear brakes. Check handbrake for adjustment. Lubricate all the above adjusters.
- Check front wheel bearings for wear and grease. Check tierod ends, ball joints, and bushings at the same time. If there is excessive rear negative camber, inspect springs and trailing arm bushings.

**Future Issues**

In future issues we would like add articles of interest to the membership. Of course, we would like to know what articles would be of interest to the membership.

Please speak-up, volunteer, cajole other members into putting pen to paper etc.

We have a wealth of automobile technical expertise in the club and the requisite technical expertise to capture (digital photo or scan) the information to publish it.

Ideas listed to date are;

Dual Carb synchronization – a how to, Following a rebuild of carbs, cars etc. Maybe we could follow your progress on something of interest – separation of body tub from chassis?

A resource registry? For instance I own a Unisyn for sync'ing carbs (as do others), I also have several books including the Leyland TR6 Repair Operations Manual as well as the Haynes TR6 manual and the SU Carbs Tuning and Tech Tips book .

An experience log? Rebuilding alternators is obvious to the Doctor – do newer club members know who to seek out at meetings?

**Future Club Activities**

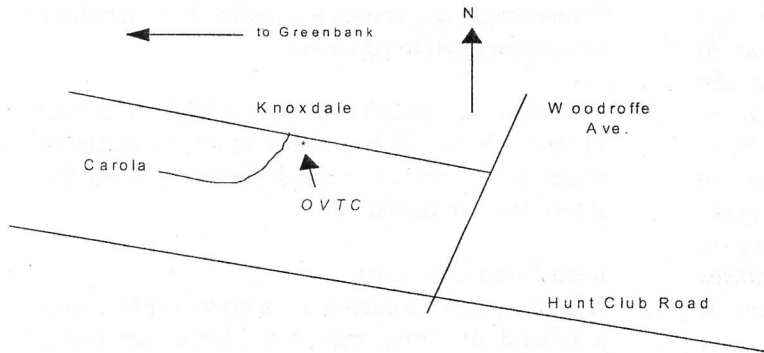
John Day has promised to organize the famous OVTC Invitational Darts Tournament, Ed Kaye has organized the Christmas party – what other activities should be added to the schedule?

A couple of members have expressed interest in organizing a few fun runs next season. Montebello, Kingston – perhaps a larger representation at the various summer activities?

A visiting schedule to peoples garages to coincide with gearbox removal? engine removal? rolling chassis fitting? Should we alter the frequency of meetings over the non-driving months? Should we change the venue to include a licenced establishment?

Please speak up – and make yourself heard.

The Ottawa Valley Triumph Club is comprised of approximately 65 members. The Club meets at 7:30p.m. on the fourth Tuesday of each month at the Manordale Community Centre, Knoxdale and Carola (see map). Meetings include technical seminars, video presentations, restoration techniques and much more. The Club also publishes a monthly newsletter, *Overdrive*, which is distributed to members. *Overdrive* is also exchanged with newsletters from other clubs.



Membership is open to all individuals and companies interested in Triumph sports cars. Membership is \$30.00 per year (June/June) per household and \$60 per year, corporate. **Please send membership application to: OVTC c/o 5053 Limebank Road, Gloucester, Ontario K1X 1E8**

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



**OTTAWA VALLEY TRIUMPH CLUB**

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