



# OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

---

**January, 2000**



## **Has the GT6 always been a sleeper?**

- ***Oil Filters – all the same right? Wrong!***
- ***We're on the Web!***
  - ***Plus much more!!***

Send Newsletter submissions to: OVTC, c/o 8 Pentland Crescent, Kanata, Ontario K2K 1V5

[Ovtc@home.com](mailto:Ovtc@home.com)

Web Site: [http://www.geocities.com/ovtc\\_2000](http://www.geocities.com/ovtc_2000)

Cover: Sssssh! Ed & Vivienne's babies are sleeping

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

**map on last page.**

**Next Meeting January 25<sup>th</sup> 2000 at the Clubhouse**

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**Message from the President:(Mike Graham)**

Welcome to Year 2000  
 Michael Graham

Welcome to the much anticipated year 2000! Although this is a quiet time for the club in terms of outdoor activities (considering its minus 51 with the wind-chill this morning, that's OK by me), the Executive has been busy with planning events for the coming year to make this an interesting and enjoyable year to enjoy our Y2K compliant Triumphs. We are planning to produce new shirts and hats and hope as well to be able to have static-cling (see static cling *can* be a good thing – Ed.)OVTC windscreen decals by Spring. As well, we are organizing some fun runs and other club events.

John, Andrew, and I recently attended an all-clubs meeting to share information about upcoming events hosted by all the auto clubs in the area.

It is safe to say that there is something happening virtually every weekend and cruise night about three times a week. A complete schedule of events is being prepared and we will post that on our new OVTC website. For those with Internet access the web address is:

[http://www.geocities.com/ovtc\\_2000/](http://www.geocities.com/ovtc_2000/). Andrew has done a great job getting this site up and running and we plan to use it to keep everyone informed of what we are doing. We also plan to have a members section, so if you are interested in putting information about your car on our website, please contact Andrew.

A reminder as well that our annual dart tournament is scheduled for 26 March and should, as usual, be a good time for all. Mark the date on your calendar now, and start practising.

Look forward to seeing you all at our regular meeting on 25 January.

**Report from Last Meeting (Andrew Miller)**

Our last regular monthly meeting was November 25<sup>th</sup> followed by our Christmas Party December 12<sup>th</sup>. Both meetings were reported in the December 1999 Newsletter.

**Calendar of events**

January	25 – meeting at clubhouse
February	22 – meeting at clubhouse
March	28 – meeting at clubhouse TBA – Annual OVTC Invitational Darts Tournament
April	21-23 The Gathering, by Triumph Club of the Carolinas, Winston N.C. 25 – meeting at clubhouse
May	23 – meeting at clubhouse 27 <sup>th</sup> – La Gala International, Montréal – details later in this newsletter
June	<b>4- Byward Market Auto Classic 2000</b> <b>25 – Richmond Show</b> 27 – meeting at clubhouse
July	25 – meeting at clubhouse
August	11-13 TRF Summer Party , PA 22 – meeting at clubhouse
September	26 – meeting at clubhouse
October	24 – meeting at clubhouse
November	28 – meeting at clubhouse
December	TBA – Christmas Party

**Web Sites**

Additional links to Triumph suppliers and other information sources may be found on the club web site.

New links are listed here

**Friends of Triumph - Racing**

<http://www.fot-racing.com/>

**OVTC Web Site**

I have been busy creating an OVTC site on the web.

[http://www.geocities.com/ovtc\\_2000](http://www.geocities.com/ovtc_2000)

**Gallery**

The site does feature a “gallery” link. So far it features only two cars (can you guess what my favourite colour is ?)

I would like to boost the ‘inventory. So if anyone has any photos (conventional or digital) please get them to me and I’ll post them on the site.

**Links**

I have also added a page for ‘links’. If you have a favourite link that I have not listed please forward it to me.

**Club Membership Updates**

The December 1999 issue contained 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.

Additional copies of the membership list may be obtained by emailing the newsletter editor at [OVTC@home.com](mailto:OVTC@home.com)

**Email**

If you would like to receive your newsletter via email (the photos are in colour !) please contact Andrew Miller.

Email address for the Executive and the club itself are listed on the last page

**Regalia**

We are always looking for suggestions for new regalia ... so if you have any ideas please let us know.

See Gord Robertson (the guy with the blue suitcase ) 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

### **“All Clubs” Meeting**

Mike, John and I attended the January 13<sup>th</sup> ‘All Clubs’ Meeting. The meeting was organized by Shannon Lee Mannion and is a forum to communicate between the clubs. Each of the club broadcasts event dates, cruise nights, concours d’elegance etc. etc. The final version of the calendar will be sent shortly. We’ll then add the dates to our calendar of events and post the entire calendar on our web site. This was our first chance to publicize the Richmond Show.

### **The Richmond Show**

The OVTC proudly presents the 11<sup>th</sup> Annual Sporting and Classic Show at

Where: Richmond Fairgrounds

When: Sunday, June 25<sup>th</sup> 2000 10:00-3:00

Park your sports car in the corral for show, shine or sale. Meet local club members and see their best cars on display. Vote for the Participants Choice Award. Free dash plaques to the first 100 cars. Vendor area with parts, restoration services, books, art, models, regalia, specialty car sales, BBQ...

We will be looking for volunteers. Please talk to Ed Kaye or Bob Thomas.

### **Lapping Day at Shannonville**

The 1000 Island Z Car Club is planning the annual lapping day at Shannonville Raceway for this May 4th. The cost will be around \$110. If anyone in our club would like to participate, please contact Barrie Thomas

Contact: Barrie Thomas's

email <[barrie.thomas@dfait-maeci.gc.ca](mailto:barrie.thomas@dfait-maeci.gc.ca)>

office phone # 944-1124

home phone # 526-1212

There is a limit on the number of cars, so they should try and get back to me in the not-to-distant future. By the way, the 1000 Island Z Car Club home page is at

<http://www.walkleynissan.com/tizcc/>

### **News from the Triumph Mail List**

([www.autox.team.net](http://www.autox.team.net) to subscribe)

*The following announcement appeared on the Triumph Mail List – (although I couldn’t corroborate it from the BMW site – fact or fiction? You be the judge. Ed.)*

The announcement for the New Year that BMW is re-introducing the Triumph name will delight many enthusiasts. At press announcement last night under the Brandenburg Gate in Berlin, Professor Joachim Milberg, BMW's Chairman said, "These new Triumphs, herald an entirely new opportunity for BMW. We have finally decided to abandon the MG name." Three entirely new cars are planned and will be built at what is presently a greenfield site in north east Iceland. The new Triumph 'Hurricane' will be a two seater soft top. The 'Mosquito' will be a four seater fastback. Both will have strong late 60's overtones. Specifications are currently subject to official confirmation but both cars will certainly have 1600cc 4 cylinder 16 valve turbocharged engines, six speed boxes and Kevlar brake pads. Suspension will be Macpherson front strut with semi trailing arms at the rear working on a transverse leaf spring. The larger Triumph 'Meteor' will take on from where the TR6 left off. As Professor Milberg commented when someone pushed another Stein into his hand, "it is clear that Leyland made a pig's ear of the wedge and so we have taken the best of both Michelotti's and Karmann's designs and combined them into one. 'Meteor' will draw heavily on current technology by using the Rover/Buick V8 power unit and this is aimed principally at the North American market. Enthusiasts should also be aware that plans are afoot for a modified version - 'Vampire' - which will share 'Meteor's' body and is aimed essentially at the European market. The powertrain however will be different and to take account of excessive fuel prices in Europe coupled to much improved fuel consumption, 'Vampire' will make use of the former Rover P6 engine in a 5 cylinder turbodiesel configuration. I am confident these three new Triumphs bearing such an illustrious name will be a landslide

success in all markets where they will be supplied through the existing BMW dealer network." There doesn't that make you all feel better? Perhaps Moss, VB, TRF and Rimmers might like to start their inventory planning fairly soon?

### **25th Anniversary of the Wedge**

To all Wedge owners and lovers mark your calendars for April 21-23 2000.

The annual car show put on by the Triumph Club of the Carolinas called "The Gathering" will be featuring a special gathering this year. The featured car will be the TR7/8 Wedge. There will be special awards courtesy of the TR8 club, perhaps a concours d'elegance if we can find someone willing to do the judging. Other special items are in the planning stages. So plan to be there.

- Friday night parts auction
- Saturday Car Show and vendors
- Sunday Autocross

April 21,22,23  
Winston Salem, NC

For more information contact  
RALPH.JANNELLI@prodigy.net

### **Stirling Moss To Be Knighted**



*London, England, Dec. 31* — After a lifetime of legendary racing exploits that saw him narrowly miss the sport's highest level of achievement on four occasions, Stirling Moss has now received the highest honor that can be bestowed on a British

subject.

The Formula 1 driver will be honored on New Year's Day as the Queen of England will award him with the British knighthood for his many achievements and service to auto racing. Moss gets his new title one year after Sir Frank Williams received the same honor from Queen Elizabeth II

The 70-year-old Moss finished second in the World Driving Championship on four occasions, and captured the checkered flag in 16 Grands Prix. Moss also took victory in the classic Mille Miglia and Targa Florio sportscar races in the 1950's, and retired from competitive racing after a violent crash at Goodwood in 1962.

Moss returned to run in various non-competition events in the 70's, and thrilled many by running hard in a vintage race at this year's Goodwood Festival, despite having recently celebrated his 70th birthday. — *Eric Mauk (Photo: AP)*

### **British Licence Plates**

Did you ever wonder what the apparently random letters and number on a British licence plate mean?

*(Our mini was PCL 414 and our Ford Cortina was MNG 216E Yes, I can remember licence plates and my wedding anniversary –Ed.)*

Mike Graham found the following link

<http://www.toolbox.ndirect.co.uk/plates/page2.html>

### **Oil Filters**

Oil filters are all the same right? Wrong. Mike Graham found the following two sites.

<http://minimopar.simplenet.com/oilfilterstudy.html#m1-301>

<http://minimopar.simplenet.com/oilfilters.html>

The first site contains a scientific breakdown on the various brands and models, the second site contains a more personal view. Thanks Mike. An extract follows below. The site reference



contains a list of recommended filters and a list of those to avoid.

### **What Makes A Good Filter?**

Engine oil filter have one purpose in life: to filter out the particles that enter the oil so that they don't act as abrasives when the oil recirculates. The filter is a cellulose (paper) or synthetic media that is usually contained in a steel can. The front of the can typically has a threaded center with surrounding holes. Oil enters through the surrounding holes, passes through the filter media, and exits through the threaded center. The filters usually screw right onto the engine block using an o-ring gasket to prevent leakage. Many filters have an anti-drainback valve to prevent dirty oil from backwashing back into the oil pan. They also have a pressure relief or bypass valve that will allow oil to bypass the filter element in the event that it becomes too plugged to pass enough oil. This prevents engine oil starvation and the possibility of destroying the element, allowing pieces of it and the junk it filtered to enter the engine. Also, when the oil is cold and very thick, it will tend to bypass the filter through the pressure relief valve because it cannot pass through the element until it thins out somewhat. If it did not do this, the filter element media would tear open.

A good filter has a strong steel can to withstand the high oil pressure (60-80psi when cold), an anti-drainback valve that actually works without creating too much backpressure, a pressure relief valve that doesn't leak, and a strong paper element and cap that can with stand the pressure and flow of oil without falling apart. The element media has to be able to trap small particles, but without restricting the flow too much. Cellulose (paper) media is used on economy filters and works OK. The fibers in the paper acts as a mesh to block particles down to a certain average size, while allowing the oil to pass through. Some manufacturers add other media, such as cotton, to the cellulose to improve its performance. There is synthetic fiber media for the high-end filters that has smaller passages to trap smaller particles, but can pass more fluid through it because it has more of them. There is also media that is a blend

of these two. There are also "depth" filters that are usually made of synthetic material that has a passage size gradient to it. In other words, the deeper into the element the oil goes, the smaller the passages get. This way, large particles are trapped in a different spot than small particles, which allows the filter to hold more particles before it "blocks" (becomes too restrictive).

All filters have to undergo SAE (Society of Automotive Engineers) tests to prove that they meet the engine manufacturer's requirements. The SAE J806 test uses a single-pass test, checking for contaminant holding capacity, size of contaminant particles trapped, and ability to maintain clean oil. As an amendment of the J806 test, the multi-pass test also looks for filter life in hours, contaminant capacity in grams, and efficiency based on weight. The efficiency of the filter is determined only by weight through gravimetric measurement of the filtered test liquid. Typical numbers for paper filter elements are 85% (single pass) and 80% (multi-pass). A new test, the SAE J1858, provides both particle counting and gravimetric measurement to measure filter capacity and efficiency. Actual counts of contaminant particles by size are obtained every 10 minutes, both upstream (before the filter) and downstream (after the filter), for evaluation. From this data filtration ratio and efficiency for each contaminant particle size can be determined as well as dust capacity and pressure loss as a function of time. Typical numbers for paper element filters are 40% at 10 microns, 60% at 20 microns, 93% at 30 microns, and 97% at 40 microns.

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

- Dean Burchart really knows how to impress someone with a birthday present - wife Patricia now has a beautifully rebuilt TR6, custom top, new interior, complete rebuild, new panels (OVTC members should send in their birthday reminders early)
- Peter L'Abbé still looking for a TR3, the search is becoming wider in field. Now into the States for second visit. Reminder if anyone knows of a TR3 please contact Peter L'Abbé

## Information on La Gala International de l'Automobile



### Le Gala International de l'Automobile – Montreal 2000

1255 Sherwood, Suite 317, Ville Mont-Royal, Québec H3R 3C4 Téléphone: 514-892-3814 Fax: 514-738-0303 [www.galaintauto.com](http://www.galaintauto.com) - [stingray@microtec.net](mailto:stingray@microtec.net)

Wednesday, December 29, 1999

**To all Canadian automobile clubs & associations  
- For Immediate release -**

Dear friend,

Great news for all amateurs of special interest automobiles! The word is spreading out fast. *Le Gala International de l'Automobile –Montreal 2000* is now inviting all the clubs and associations to an extraordinary get together that will be held next spring (may 27<sup>th</sup> or may 28<sup>th</sup> if it rains) at the Old Port of Montreal. Our non profit organisation want to give you the chance to promote your club/association and your "year 2000 activities". Here is your chance to show everybody in the field what they could expect from your club/association in 2000. This particular show and shine event is one of a kind (never been held in Canada) and the best thing about it...it's **FREE** for you to participate in and it is also **FREE** for the people visiting the Old Port of Montreal this week-end of may.

Old Port of Montreal [www.oldportofmontreal.com](http://www.oldportofmontreal.com)

After discussions with key people who were very sensible towards our project; we finally decided to go with the Old Port facilities for obvious reasons:

- An average of **50,000** peoples visiting the Old Port each day this particular weekend
- Beauty of the Old Port installations
- Family activities
- Great restaurants
- Great architectural design and historical buildings
- Immediate support from the Old Port administration
- Immediate support from clubs and associations throughout Canada
- Support from many well known professionals and old car experts
- Great media exposure (magazines, newsletters and TV)

Finally, if you need more information and/or you want to be part of our event; please drop us a line before January 31<sup>st</sup> 2000 so we can arrange with you, your positioning along the magnificent Jacques Cartier wharf . We also need to know which cars you maybe want to bring along for the promotion of your club. Spaces are closing in fast, so take action right now !

Sincerely yours,

Guy Lecomte  
General manager



Send Newsletter submissions to: OVTC, c/o 8 Pentland Crescent, Kanata, Ontario K2K 1V5

[Ovtc@home.com](mailto:Ovtc@home.com)

Web Site: [http://www.geocities.com/ovtc\\_2000](http://www.geocities.com/ovtc_2000)




**NEWS UPDATE FROM THE GALA INTERNATIONAL DE L'AUTOMOBILE**

**Seasons Greetings!**

**Important things you might want to know.**

- 15 clubs already reserved their spot on the Jacques Cartier wharf (clubs as far as Alberta) and many other clubs showed strong interest towards our event.
- FREE for you and your club to participate (we like to mention it, again and again.)
- Each car club will have a specific number of cars allowed for the car show. (Depending of the club membership and/or the spaces left on the wharf)
- Lots and lots of nice surprises (gifts) for all the participants
- Special attractions (Gilles Villeneuve's Boss 429 wedding car, Allard J2X , Calleway Corvette, dream cars and much more...)
- We are presently negotiating with the Old Port administration so you can benefit from special reserved parking spots near the event. (30 seconds by foot & 8\$ per day)
- No judging, no class, only 1 Best of Show. (but nothing confirmed yet)
- Hotel reservations can be made right now (You can book your room at the Quality Inn hotel that we have included. Don't wait to the last minute (it is the memorial weekend in USA)
- Plan of the wharf, photos and flyers of the Old Port installations and activities will be sent to you shortly. (visit the Old Port Site at : <http://www.oldportofmontreal.com>)
- Our own web site is under construction but it will be fully functional in January (we want to show people, in our web pages, which associations might/will participate in our event. (This additional service is provided to you absolutely FREE)
- Feel free to e-mail us if you have any other questions.
- \* Please confirm your club participation as soon as possible. Spaces are closing fast.







Thank you and best regards,



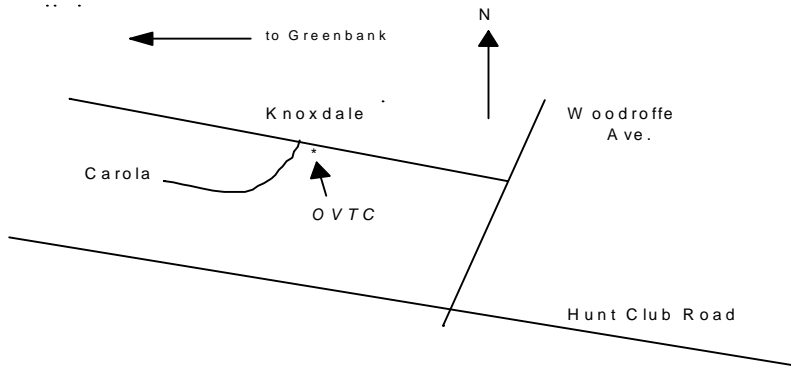
Guy Lecomte  
General Manager



Advertisements

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 <p><b>Century Details</b></p> <p><b>Specializing in Masonry</b></p> <ul style="list-style-type: none"> <li>Applying traditional materials and techniques to restorations</li> <li>Colour matching to existing masonry with coloured mortars and aging techniques</li> <li>Full fireplace systems, facades and mantels</li> <li>Chimney Restoration</li> </ul> <p><b>Steve Bourne</b> 253-0739 or 253-9149</p>	<p><b>Classified:</b></p> <p>Wanted To Buy – TR3 – Please contact Peter L'Abbe</p> <p>For Sale – Half a TR6</p> <p>For Sale – Front half of a TR2 and Rear end of TR4, \$2500 or trade for TR3</p>
<p> <b>BRITISH AUTO SPORT</b></p> <p>Quality Sportscar Parts And Accessories</p> <p>TOLL FREE <b>1-888-485-2277</b></p> <p>Fax (416) 410-6479</p> <p>E-Mail: <a href="mailto:FRED.BAS@sympatico.ca">FRED.BAS@sympatico.ca</a></p> <p>Authorized Distributor For: TRF MOSS Victoria British &amp; Panaspport 3354 Dwiggin Ave. Mississauga, Ontario Canada L4T 3J2</p> 	

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)*

**Contact**



**OTTAWA VALLEY TRIUMPH CLUB**

**8 Pentland Crescent**

**Kanata, Ontario**

**K2K 1V5**

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