



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

September, 2000



- ***September Meeting at the Clubhouse***
- ***Stereos for Wedges***
- ***Laws of British Cars***

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

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Web Site: www.geocities.com/ovtc_2000

Cover: *More of Trevor Boicey's sense of Humour*

NOTICE! OVTC meetings have been moved from the 4th Monday to 4th Tuesday of each month. See map on last page.

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Message from the President:(Mike Graham)

What a Surprise!

Hard as it is to believe our September meeting will be at the clubhouse. No, not a new and improved version, but rather the same old place we have come to know and love. Seems that the reconstruction will now not start till the end of September. Perhaps we should have a lottery among club members to pick the day, month, or year when construction starts, and have a followup for when it might be completed. In any case, that's where the September meeting will be, so lets hope for some good weather and a good showing of cars.

Thanks so much to Steve and Carol Bourne for hosting our summer BBQ on 20 August. Although the weather was cool, it was sunny and

it was a great excuse to go out for a cross-country drive. Doug and Joyce Charter joined Marjorie and I for the drive over and we took turns leading the way. Jeff Patterson, who had a TR7 and a TR8 at the time, showed up in a Honda and the MacDonalds in an MGB (with a good, but sad, excuse). Although the turnout was a little disappointing, we had a great afternoon of warm hospitality, burgers, and sausages, and cold refreshments. The tour of the Bourne's beautiful "Country Home Magazine" stone house (and very impressive barn/soon to be shop) was most enjoyable.

The last regular meeting was held at FibreNew on 1531 Michael Street. This was an informative meeting on what is possible in terms of restoration and repair of a variety of vinyls, leathers, plastics, and cloths that are used in the interiors of cars. The samples on display as well as the pictures in their albums demonstrate the high quality of their work. It was fun, and I now know where to go to get the small tears in my seats fixed. One useful tip we received was about cleaning vinyl and plastic. The guys at Fibrenew highly recommended not using cleaners that contain silicone (Armorall, for example), which actually hardens the materials over time and shortens their life. They recommend that you use products such as 303 Aerospace Protectant . A big thanks to Paul, Al, and Diego for their hospitality, information, and advice. It was much appreciated.

The September meeting should be very informative. We are planning to have some Triumph videos on hand (courtesy of Bob Thomas), and these will be supplemented with presentations by club members who have recently attended British Car events. We should have reports and pictures from such events as Watkins Glen, Stowe, and Bronte.. Just a reminder as well, that it is the time of year when we are looking for some new blood on the executive. Many of the current members have been serving the club very well for many years and they deserve a break. Please call me or

anyone else on the current executive if you would be willing to give a hand. The time commitment is not very great, and I can definitely say from personal experience that it is both rewarding and interesting. It is your club, and we need your participation to continue to make it strong and useful to everyone. Please give it some serious thought then give me a call at 258-2901. I look forward to hearing from you. Cheers,

Mike

Calendar of events

September	26 – meeting at clubhouse, yes at the Clubhouse!
October	24 – meeting at clubhouse
November	28 – meeting at clubhouse
December	December 3 rd – Le Skratch – to be confirmed

Last Newsletter

I apologise for the tardiness in the last mailed newsletter. The newsletter was 1g over the 30g limit for a \$0.46 stamp. The delay in returning all the newsletters to me plus the re-visit to the Post office to add \$0.27 added an additional 5 days delivery time.

Regalia

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

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
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Modern Radios for TR7 & TR8's

While our earlier TR brothers don't typically think (or worry?) about having a working, hi-tech modern stereo system in their TR's, the TR7 and TR8 came out in the late 70's when all sorts of good mobile sounds systems were in their infancy.

Also, the Wedge cars had higher amperage charging systems (debatable whenever the word LUCAS is involved!), so Pre-Amps and such are not so out-to-lunch items.

Finally, the Wedges were designed as "modern" sports cars to compete with other not-so-macho cars as the Mazda RX7, Toyota Celica/Supra, Datsun 280ZX. The driving environment in a typical TR7/TR8 is much quieter (civilised?) than their separate-frame ancestors. A radio could actually be heard reasonably well, and quality stereos have therefore found themselves shoehorned into many Wedges.

However, there is always some problem, and that is two-fold in the Wedge cars. First, the angle which the radio sits is quite steep and exceeds what most CD receivers are spec'ed at. Second, most radios today are sized to a standard size (hallelujah, a standard being followed!!) called DIN.

However, DIN-sized radios are usually too long/deep and the faceplates "stand proud" (stick out!) a lot! Also, the faceplates on most DIN radios also have a surrounding "trim" piece to make the installed radio look tidy. I have found that the trim piece to be slightly too wide for the Wedge's center console. I had to use a hacksaw to remove about 1/16" on each side of the trim piece to allow it to install. I have found a "family" of Pioneer AM/FM/Cassette radios which fit REALLY nicely in the Wedge cars, are only 6" deep so mount flush to the console, are 4 channels X 40 Watts (Stereo front & rear), and have Pre-Amp outputs. Pioneer seem to supersede models on almost annual basis just like car makers, so here are the models I do know will fit: KEH-1700, KEH-1800, and currently the

KEH-1900. These are also not extremely expensive radios. I purchased my KEH-1700 about 18 months ago in Florida for \$US 79.95, and I see that both the 1800 & 1900 are currently selling for about \$US89. And \$US99. respectively. Yes, I know these are American prices, but check some local retailers and go armed with this knowledge! Or do the "in" thing, buy one over the Internet! Start with www.pioneerelectronics.com and use their Dealer Locator where you can find their "Authorized Internet Dealers" listed.

Come check out my Pioneer next time I have the TR8 out. Now that I have "real" mufflers underneath, I can actually hear the radio again!

David Huddleson

On the Web



www.ohms.com/cgi-bin/dcforum/dcboard.cgi

Triumph Spitfire Information Exchange

<http://www.insidetheweb.com/messageboard/mbs.cgi/mb131952>

LAWS THAT CANNOT BE BROKEN

Reproduced without consent from the "British Marquee" Newspaper. By way of the Scions of Lucas web Site www.team.net/sol

Most of us are familiar with the physical laws discovered by Sir Isaac Newton, the guy who invented gravity. He said things like, "For every action there is an equal and opposite reaction." Newton's laws made sense for hundreds of years,

and everybody believed them. They believed them right up until the time when British sports cars were invented, when it was suddenly realized that a whole new bunch of laws was going to be needed. Many distinguished scientists, with names like Morris, Healey, Leyland, Mowog and Murphy, shook the scientific community when they published a new theory of mechanical behavior called "The Laws For British Sports Cars". Many people are not familiar with the five major laws, so they are listed below with a brief explanation of each.

LAW OF PECULIAR RANDOM NOMENCLATURE

"The name of a British sports car shall consist primarily of letters and numbers, with said letters and numbers chosen in random fashion so that the resultant vehicle name is totally devoid of any meaning."

This law explains why British cars have spectacularly bad names, like "E-Type", or worse yet, "MGB-GT." [Actually anything starting with MG is bad – Ed.] Or the series TR2, TR3, TR4, TR250, TR6, TR7, TR8

LAW OF CRYPTIC INSTRUCTION

"Any book, manual, pamphlet, or text dealing with the maintenance, repair or restoration of a British sports car shall be written so that at least every fourth word will be unknown to the average reader. In the event that any portion of the text is understandable, the information contained therein shall be incorrect."

Most people are familiar with this law. Here is an excerpt from page 132 of the MGA Shop Manual: "Before rebushing the lower grunion banjos, you must remove the bonnet fascia and undo the A-arm nut with a #3 spanner." All attempts to publish an English language version of this manual have failed.

LOVE OF HARDSHIP LAW

"The more a British sports car malfunctions, breaks, and/or falls apart, the more endearing it becomes to the owner."

You buy a British sports car. You have had it a year and a half and have replaced every item on the car at least twice. When the engine is started, it sounds as if someone has thrown a handful of

ball bearings into a blender. But when someone offers to buy it, you are offended because "it is like part of the family," and besides, "it is so much fun to drive." British sports car owners often stare into space and smile a lot.

LAW OF NON-FUNCTIONAL ATTRIBUTES

"All British sports cars, regardless of condition or age, shall always have at least one system or subsystem of components which is entirely non-functional, and which cannot be repaired except on a semi-permanent or semi-functional basis." (Also known as the "Lucas Electrics Law".)

RECENTLY DISCOVERED COMPONENT FAILURE LAW

"Any component of a British sports car which is entirely unknown to the owner shall function perfectly, until such time that the owner becomes aware of said component's existence, when it shall instantly fail."

Case in point: The author owned a rather natty MGB for six years. He never knew there was such a thing as a "Gulp Valve" until he saw new ones offered for sale by Moss Motors. The next day, while driving to work, his gulp valve fell off the engine and was promptly run over by a truck. He bought a new one, figuring to install it himself, but after one look at the shop manual, he decided to have someone else install it. (See "[Law of Cryptic Instructions](#)", above).

While driving the car to a local repair establishment, he notices that the MGB is performing just as well as it ever did, and that the loss of the mysterious Gulp Valve has not had any effect on its behavior. He figures this is due to the "Non-Functional Attribute Law", so he decides not to replace it after all.

Three days later, the engine had no more oil in it and promptly seized into a solid mass of metal. The tow truck operator, being ignorant of the "[Love of Hardship Law](#)", offers to take the car off his hand for \$100. The owner just smiled.

Oil Drips:

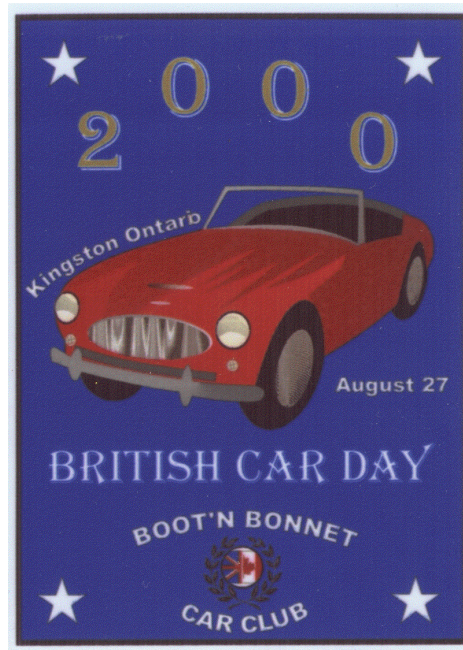
Robert Thomas is now on the Internet!, welcome Bob aboard at bthomas@ripnet.com

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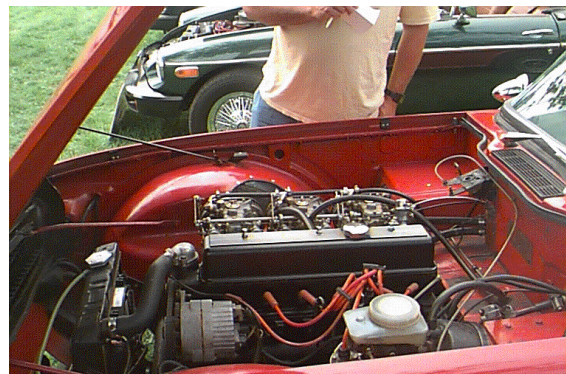
All British Car Day in Kingston



For those who are interested, Bill Gunshannon has put up a web page with his pictures from All British Car Day in Kingston, ON.

<http://www.cs.scranton.edu/~bill/BnB-2000/bill>

Check out the shot of the TR6 Engine compartment, apart from the missing battery could this be Bob Thomas' ? Nah it's too dirty



TR6 and the Twilight Zone

Three weeks ago my TR6 took me to Carlingwood Shopping Centre, but refused to drive home. No power. No lights, no stereo, no horn. CAA had to be called.

While waiting for the CAA I 'loitered' around the entrance to the multi-story parking lot to flag down the CAA driver. 15 minutes later I'm approached by a Rent-A-Cop on foot and one on a Mountain Bike. Seems someone had reported a suspicious looking fellow holding one of those electronic lock de-scramblers (cell phone) around the parking lot. Spoke to the two very young guys, actually very polite but they knew nothing about those "cool Italian Cars"

Based on their response – I feel safe leaving my car there – I just don't feel safe being there myself.

Once I got the car home. I took out the faithful multi-meter and planned to spend a good hour (ha!) troubleshooting.

1. Checked the battery 12.74 volts
2. Strange, tried the lights – ok
3. Tried the ignition - started
4. Decided it was all a bad dream and went for a drive to clear my head.

Eight days later. Same problem but at work in the underground parking.

Checked wires, checked battery connections, promised to go to church more regularly, had to except a ride from an MGB to my meeting. Also had to endure a whole bunch of old Lucas jokes now re-badged as Triumph jokes. All the wiring seemed ok – although as I wiggled the negative connection the stereo sounded the tone that it had just switched off. What?

I was just getting ready to call the Doc. Except.... Mike had told me the Doc was away for the week. Dropped a quick line to John Day.

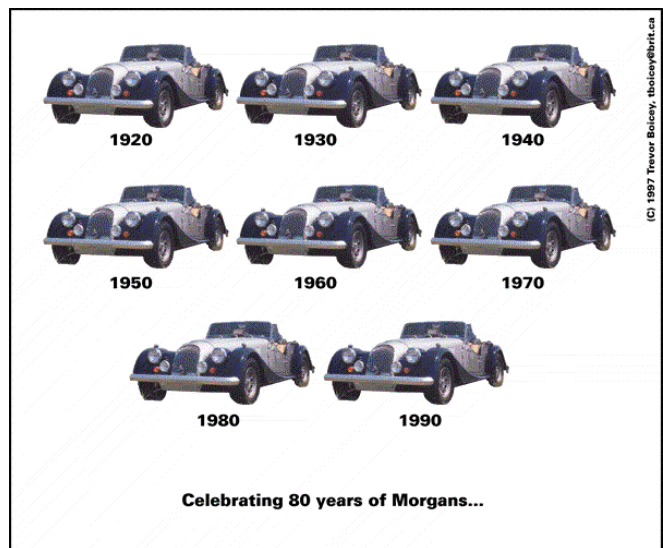
John made a couple of quick suggestions – top on the list was "I'll drive over in the 6, with the battery from the 3 – and we'll try it out"

Also made a quick call to Miniman described the headlights no, footwell lights intermittent. Rob suggested checking the battery connections. Been there – done that. No he says, check the connections – remove the connectors and examine for continuity. Turns out I was looking for the evil white powder, Rob says to check for a black film. Sure enough scratched the connector with a screwdriver, scratched the post found the expected silver colour, placed the connector back on the post – Lights On and I'm going home.

Called John (actually, Lori – she was very much informed and much friendlier than the CAA folks) – cancelled the help call, stopped by CT on the way home and \$14 later I own new connectors, rubber insulating caps, a battery post/connector brush and a spray can of battery corrosion inhibitor.

Fifteen minutes later all is installed and the Triumph runs and starts ok. I'll be adding the battery post cleaning step to my Spring startup chores.

Andrew



Advertisements

Classified:

1980 TR7 convertible, 5 Speed Transmission, Fully rebuilt engine (less than 1K on it), new clear coat red paint (the car is stored in indoor parking since), tan interior, new brake, tires, exhaust, clutch this car look and drive like new asking 10000, please contact Mod at (613)-733-0974
Mahmoud Elzeftawi

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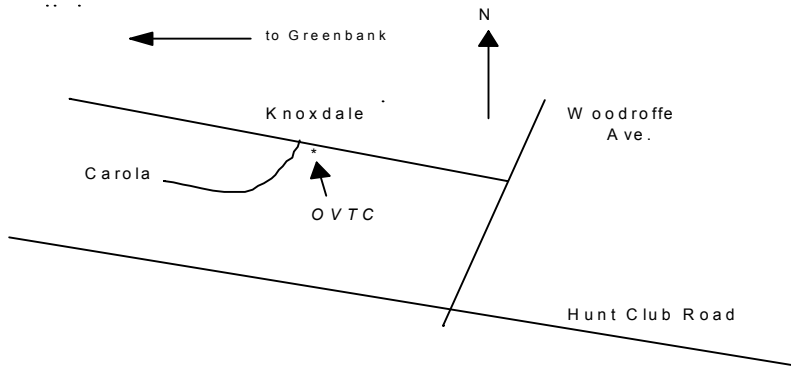
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For Sale: 1965 spitfire convertible with hardtop.
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needs work. Best offer. 730-2321.

Mark Inglis
70 Hopewell Avenue
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(613) 730-2321

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)

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