



OTTAWA VALLEY TRIUMPH CLUB

NEWSLETTER NO. 21

March 27th Meeting

This meeting everybody played musical chairs as V.P. Larry Henderson filled in for Prez. Malcolm Brown who was on an extended business trip, and Clive Law filled in for Secretary Barry Edgington who was enjoying the finer things in New Orleans. Larry em-ceed the proceedings and the long-awaited videos were promised for later in the evening.

Clive spoke about refinishing a TR6 dash and brought in the half finished sample. Next meeting should see the project completed and the dash installed. Some of the steps involved included;

- Complete sanding of the old varnish, either by hand or by belt sander.
- In the event of Belt sanding the dash, use plastic wood to fill the gouges and sand to a level surface.
- Spread contact cement on both surfaces (veneer and dash) and allow to cure for 5-10 minutes before applying the veneer to the dash.
- Use an X-acto knife to trim the veneer to size and a bow-sander to sand the edges of the veneer to blend with the dash
- Carefully cut out the instrument holes using a sharp X-acto knife, change blades often!
- After using a tack-cloth to clean the surface, apply the first coat of Spar Marine-grade verathane. Plan on at least 5-6 coats with a 24 hour drying time between coats. Sand the surface between applications with a fine sand paper. For the final coat use wet & dry sandpaper and extra fine steel wool.

Upcoming events

Two things to keep in mind are;

British Car Day at Ancaster. This is the eighth gathering at Ancaster, an event that has always pleased British-car enthusiasts. For more detailed information, see the attached flyer.

Can-Am experience 91. According to member Bruce Young, this is the event that started as a meet between the Detroit and Toronto Triumph clubs and has grown since then. The Can-Am will be held at Kincardine, Ont., on the shore of Lake Huron, Friday May 24, to 26, inclusive. The TTC have reserved the complete Governor's Inn in Kincardine and rooms can be booked by calling 1-519-396-8242 (Fax 396-8524). To register for the Can-Am call Robin Searle at 1-416-920-0023. For more information, see the attached flyer.

Sporting Classics

OVTC members John & Evelyn Carr's publication, Sporting Classics has received some good publicity recently wuth some very nice write-ups in the TTC Ragtop magazine. This has recently been supplemented with an article in a local community newspaper "Ottawa-Carleton/This month". The paper profiled the Manotick couple in a half-page feature. Maybe this will bring some "closet" TR owners out. The article was very positive about the venture. Once again, good luck to John & Evelyn.

Larry mentioned that he had seen an advertisement in the Citizen for parts. To clarify Larry's statement, there was an ad for free subscriptions to the "Sports Car Chronicle" from Obsolete Automotive. This monthly paper is an advertising flyer from a Canadian source. It is well worth getting your name on their mailing list as their specials are hard to beat, they also sell used parts from cars that they have parted-out. The phone number is 1-800-265-7511

Regalia

Pat Mills, OVTC Regalia Co-ordinator, announced that she had window decals available at \$4.00 @ for members and \$5.00 @ for non-members. Pat also had some sweatshirts for sale (these may end up being sold as antiques soon). An interest was shown in getting golf-shirts, i.e. with collar and three buttons. If you want one please let Pat know. Any other ideas for regalia are more than welcome.

Pat Mills will also be taking orders for OVTC Golf Shirts at our April 24th meeting. The golf shirts are \$22, so bring your money to the April meeting and place your order with Pat. The shirts will be available for distribution at the May 22nd OVTC Meeting.

Spring

Tuesday I saw the first robin and Wednesday I saw the first TR6. Cudos to Peter Corbett for driving his "six" to the meeting Wednesday night. I know that other members have gotten their cars out but only Peter braved the cold in a TR. (I don't count Terry Dale and his hardtop TR7).

Videos

The long-awaited video night finally arrived. Thanks to the good graces of member Bruce Young, two videos were acquired by the OVTC from the TTC. Unfortunately we only had time to see one of them. We were treated to the 1990 Boulder Vintage Triumph Register (VTR) convention in Boulder, Colorado. This was followed by scenes from the Fifth Canadian Classic in Peterborough, also 1990. In addition to seeing some great Triumphs, we were shown some of the latest in footwear, sidewalks and macadam, (remember to turn off the Camcorder when you are carrying it around). I personally was very impressed with what I saw and deny using the term "Voice of Doom" in relation to the commentary. Maybe another night we could watch the other video, how about the next meeting, I think I'll be out of town then. . .

And, speaking of excellent "video" presentations, Clive Law offers these comments on Barry Edgington's and Malcolm Brown's slide show from our February 27th meeting.

" The screen was a dead giveaway. You can always tell when the "old salts" are going to talk about the good old days because the slide projector and the screen come out. Give me a break! I was born with live TV, raised on video tape and weaned on videogames. So what's with the slide projector? How does someone who needs animation put up with stills? With patience. What the hell! How many slides can there be? (Oh God, I hope his vacation slides didn't get mixed in).

Any way you look at it, this was not going to be the promised MOVIE night with all sorts of great videos from the TTC collection of Triumph related home movies. This was going to be (catch this) Barry's Look-at-the-neat-cars-I-had-when-I-was-young slide show.

All right, so he had a couple of nice cars, and at least one great looking girl friend!!! (nice set of head lights Barry, but how was the ride) and the evening could have been bearable, but then we had to play "Identify my tail-light".

Led by the likes of Terry Dale (the Old Car Fart), "Say, isn't that the antenna from a 1962 Ford Fairlane peeking out over the top of that Lotus?", and supported by the likes of Prez. Malcolm Brown "No, the '62 was rounded on top. That one looks like an inverted truncated cone and probably comes from a '63 Impala." I thought the night would never end. Every member who could remember a car made prior to 1970 was calling out, "Hey that blur in the top left corner. Yeah, the one beside the Johnny-on-the-spot. Isn't that a ...".

Of course I'm only bitter because I can't tell the difference between a TR4 and a TR4A unless the boot badge is within reading distance, and MG's are cars that belong to that "other" club. But really I guess I'm sorry that the glory days of those great cars are in the past and I missed seeing them when they were new. But next time can we do it on video? "

Clive

Calendar

Clive Law is playing with the idea of a full colour Triumph calendar featuring club cars. This calendar would be done on a colour laser copier and would be in 8½x11 format. Clive already has some pictures but needs others and has already contacted some club members for input. Photo requirements are; colour, preferably 4x6, a neutral or park-like background, no people, no parking lots. If you would like to get involved call Clive at home at 820-7350. Each participant will get a free calendar. A dozen others will be sold for a small sum which will be donated to the clubs coffers.

Membership Report - Clive Law

I would like to welcome the following new members;

G. Kaufman, Woodlawn, 1959 Morgan +4 (I am informed that it is a TR3 power train)
John & Janet Dallaire, Ottawa, 1973 Spitfire

Also, OVTC would like to extend our welcome to two prospective members: Daniel Landry, Nepean, 1981 TR-8 and Francisco Toro, Nepean, 1972 TR-6.

Total membership - 49 Regular, 1 Corporate

As you may have seen on your previous newsletter, I have redesigned the label to show not just your name and address but also your membership number and your month/year of renewal. In May I will send out an up-to-date membership list to all current members. The list will give the members address, phone numbers, make/year/model of cars etc... We will also be sending out membership cards within the month.

For any of you who habitually stick application forms under windshield wipers, please change the address from Malcolms to mine; 55 Abingdon Dr., Nepean, Ont, K2H 7M5.

New applicants will receive the most recent newsletter, a membership list, a membership card and one window decal. In addition I would like to include an order form for OVTC Regalia. Requests for blank application forms can be directed to Malcolm, myself or any member of the executive. In addition, last year Brian Mills had some business-card sized ads printed. These are great for handing out at car shows, drug stores, pet shops, LCBO outlets or anywhere else crowds gather to admire your Triumph. I'm sure Brian has some left that he will bring to the next meeting.

This year new and renewal membership fees are still \$20.00 and corporate membership is \$50.00.

A quick word about membership. We currently have 48 members of which about half are represented at any one meeting. This is an incredible turn-out for a small-club, even more so when these numbers are maintained while the cars are in winter storage. Unfortunately the club has two problems; first, we do not have the resources to maintain much more than 60 (approx) members. Unlike larger clubs we do not have the funds to have our newsletter professionally printed. This means that the copying must be done by the Editor at his place of work. Most employers are prepared to accept a certain amount of non-work related activity at the office,

but we cannot expect individual members to take advantage of their employers; the second problem facing the club is also based on membership. With only 48 members to draw from we find that the same people are doing all the work. I recognize that some members hesitate to volunteer because they feel that there is no job that fits their ability. But even if a few more people offered to help with just the smaller tasks, then the burden of making the club function to our benefit would be considerably easier.

One thing that I would like to see is a weekly run from the clubhouse (Manordale Community Centre) to the Swan at Manotick. If this were a regular event, with departure at 2PM every Sunday arriving at the swan at 2:30, then any member who would like to make the run can be assured of being with fellow members. Obviously if by 2:15 nobody else has shown, then the run is cancelled. Any comments??

Members who attended the March meeting, and who lasted through the video presentation, were given their membership cards. The rest of you have either got it in your hands as you read this, or you threw it away with the envelope. The card shows the members name (both names in the case of family membership), number and expiry date. Please use this card when claiming any discounts at participating retailers. So far Miniman offers a 10% reduction on new parts.

That's all for now, Triumphant Motoring!!

Financial report

There was no financial report offered at this meeting. However we can assume that we still have money in the bank. Rumours of embezzlement by our Treasurer, Jane Benco have been maliciously spread and proven to be unwarranted as Jane returned from her trip to California.

Classified

FOR SALE- 1972 and 1973 TR6 Parts available from two cars that I have recently parted-out. I want a quick return on my investment, so if I have the part available we can probably come to an understanding. Call Clive Law at home, evenings 820-7350

Driveline

Man has always been a tinkerer. He religiously respects the premise that it is his God-given right to improve upon something that already works well. He will stubbornly argue that he knows precisely how to do what has to be done. His forays into the realm of improvement have stretched from rounding off the corners of the wheels belonging to the comic strip character B.C. to developing a Honda with front and rear wheel steering, to finally playing with the basic engine valve and piston relationship.

Now I'm not going to debate the worth or value of the on-going advancements in automobile or engine design and technology but would rather mention a few that are being reviewed by the big automakers. And valve and piston kinematics and relationships is a good place to start.

Engine intake valve tuning and its variable actuation combined with a broad range of engine compression and stroke choices available on demand are proving to be a fertile field for the imaginative tinkerer. He believes brisk vehicle performance, good fuel economy and pleasant driving characteristics will be achieved.

However one must ask, "Does he remember that a myriad of variable engine design options differently effect fuel economy, full-load torque curves and idling characteristics?" And finally the selection of engine design variables must respect the parasitic or excessive friction losses that may be inherent with required accompanying valve timing or fundamental engine kinematics.

Valve timing is important. Late valve intake closing (LIVC) incurs a pumping loss or engine load as the descending piston draws in the air/fuel mixture. This loss is directly proportional to the degree of throttle opening/closing. As the valve closing is extended with the throttle valve fully open it is obvious that the engine compression ratio will decrease because some of the fuel charge is expelled back into the intake manifold. Intake valve timing and kinematics must temper performance needs to ensure optimum efficiency. Early intake valve closing (EIVC) also incurs a pumping loss or engine load however this loss is due to creating a lower pressure effect caused by the descending piston.

In either early or late valve closing one must consider net thermal efficiency. Thermal efficiency deteriorates rapidly with a decreasing load caused by EIVC rather than LIVC. In other words for fuel economy one does sacrifice performance.

Now performance could be increased by increasing the compression ratio. The compression ratio aspects could be so applied as to increase upon engine load decrease.

However this general approach to alter clearance volume i.e compression ratio by relative movements of the heads and pistons will have the negative environmental effect of increasing hydrocarbon emissions.

One may wish to consider increasing fuel economy by reducing piston stroke progressively rather than by intake throttle control. It is obvious that to meet full demands the engine must have a high stroke to bore ratio. But at the lower end of the power curve requirements a lower stroke to bore ratio would meet the lesser needs. Unfortunately experiments to date have shown excessive oxides of nitrogen emissions and increased friction of the variable stroke mechanism that limit fuel economy potential. Or step-wise reduction of engine loading accomplished by deactivating engine cylinders could be considered as an alternative fuel saving measure.

We all do remember do we not that one Cadillac model did boast of this feature. But the aperiodic engine cylinder firings solely taxed the drivers sanity.

Next, to improve engine performance intake tuning could be considered. We know that the passage characteristics of the fuel charge through the intake manifold to inlet valves is not uniform. This unsteady flow experiences pressure and rarefaction waves which is noted as Helmholtz oscillation. It is possible to create greater-than-ambient pressures ahead of the intake valve which would result in the supercharging of the cylinder. But in order to realize this benefit the intake configuration must be tuned or physically geometrically proportioned to establish Helmholtz resonance at that particular engine speed. To benefit from Helmholtz resonance supercharging redundant inlet configurations must be selectively used throughout the broad range of engine speeds. Simply stated a tuned inlet manifold will improve performance but it is limited to a finite range of engine speeds.

Next, lets overview valve timing. There are three truisms that must be stated.

1- Engine torque is dependant upon fuel mass inducted into the cylinder.

2- The quantity of fuel mass inducted into a cylinder is a function of the valve timing.

3- Inertia of the air mass negatively impacts upon the rate of cylinder fuel charging

Clearly if intake valve closing could be varied with engine speed then the engine torque curve would not fall off as sharply at the higher rpms. Naturally aspirated engines having high specific power requirements have valve timing favouring high speed operation. Hydraulic valve lifters having an accelerated leakage of oil to shorten lifter height to match decreasing engine speed have been developed for this specific design approach. The downside to this development is the incessant valve ticking noise that results.

There are many new and marvellously innovative engine designs waiting, to be unleashed upon the world's car buying market. I've attempted to explain a few that we may have the joys to experience.

The Editor, Barry Edgington, wishes to thank Clive Law for his efforts in preparing this Newsletter. All of the reporting on the March 27th meeting highlights came from Clive who, without his input, this Newsletter would have not been possible.

Next Meeting

The next meeting of the OVTC will be held on April 24th at 7:30 p.m. in the Woodvale/Manordale Community Centre, corner of Knoxdale Road and Carola Avenue, in Nepean.

*That's all for now folks, see you on
the 24th.*

Barry Edgington

Manotick classic car magazine publishers target national market

by Ian Johnson
Staff Reporter

Manotick couple John and Evelyn Carr turned their hobby into a serious job when they jumped into the driver's seat and started the only Canadian magazine for classic sports car buffs.

The first issue of Sporting Classics came off the press in January this year.

Every second month 15,000 copies of a new issue of the magazine are produced and sent to newstands and subscribers from coast to coast.

John Carr says he and his wife Evelyn got the idea for the magazine when they realized there was no Canadian publication catering to the needs of sports car enthusiasts.

Before Sporting Classics started there were only British or American magazines available on the Canadian market.

Canadian sports car retailers and parts-suppliers had no direct way of reaching the domestic market and Canadian enthusiasts didn't have a source for local and national news and events.

The Carrs have changed all this. Sporting Classics' content is one hundred per cent Canadian and John says he plans to keep it this way.

A market survey estimates that there are about 20,000 classic car owners across the country and at least that number again of sports car enthusiasts.

The Carrs recognized the possible market this represented and decided to capitalize on it.

"You see people who have done similar things, and we realized there was no reason we couldn't succeed as well," says John.

The couple financed the entire start-up cost of the magazine out of their own pockets.

Sporting Classics was launched at a very bad time in terms of the economy, with Canadians cutting back on spending because of the GST and the recession.

But Evelyn says so far there has been a good response from advertisers, and the publication has been outselling the more established American and British car magazines at many local newstands.

As a hobby John used to write for a British motoring newspaper and for several sports-car club magazines.

He now puts in about 30 hours each week on Sporting Classics on top of his full-time job as an aeronautical engineer.

Evelyn, a Bell Telephone service representative, spends another 15 to 20 hours a week on the publication.

"Basically we have no free time anymore," says John.

He added, "We aim to go full-time on the magazine by next year, once it's become established."

Sporting Classics is managed from an office in John and Evelyn's home.

The publication employs an advertising manager and a typesetter, and each issue is sent to an Ottawa firm for design, layout and printing.

There is an editor in almost every province to keep the magazine in touch with current news from across

Canada.

The publication is more than just a showcase for classic sports cars. It's a noticeboard for upcoming events of interest to sports car buffs, and carries ads that put everything at the reader's fingertips, from rare cars for sale to contact numbers for suppliers of hard-to-find parts.

It also profiles at least one sports car in each issue and there are columns on a variety of related subjects from collecting miniature model cars to restoration tips for the owners of aging classics.

The fourth issue, for July and August, will include a new section on "future classics." Enthusiasts will be able to get the low-down on the sports cars being built today.

Just about the only subjects the magazine won't touch are hot-rods and "kit cars" which are modern cars dressed up to look like classics.

Sports car purists disdainfully regard kit cars as "fakes" and John says there are already a number of magazines dealing solely with hot-rods.

John fell in love with sports cars as a teenager. His first car was a Morgan three-wheeler.

Evelyn says John's interest in sports cars rubbed off on her.

John's ambition is to build up a collection of classics.

Evelyn on the other hand hopes one day to be able to streak down the highway in a sky-blue Mazda Miata.

For the moment the couple will have to make do with their 1986 Jaguar and a 1971 MG which John is busily re-building.

The Carrs also have a 1967 Triumph which has won awards for being the best in its class in Ontario for the past two years.

Sporting Classics is available locally at Pronto Food Marts, W.H. Smiths, Manotick's "Just Your Local Bookstore," as well as several specialty book and magazine stores in Ottawa.

The magazine's second edition is due to hit the shelves this week.



John & Evelyn Carr, their cars and the classics.



CAN AM EXPERIENCE 91

FOR BRITISH CARS

Friday May 24 1991

Saturday May 25 1991

Sunday May 26 1991

Location - Kincardine, Ontario

Lodgings - The Governor's Inn
791 Durham Street
Kincardine, Ontario.
N2Z 1M4

Tel. 1-519-396-8242

Fax. 1-519-396-8524

Kincardine is a beautiful town of 7,000, first settled in 1848. You will love the heritage homes, the tree lined streets, the beautiful shore, the shopping.

Kincardine is within easy driving distance of Toronto, south-western Ontario, south-eastern Michigan and north-western Ohio located on the shore of beautiful Lake Huron - at the junction of Highways 21 and 9.

Participants will arrive on Friday afternoon or evening. It will be a free evening. Cruise the town or visit the hospitality suite. Make new friends or renew old acquaintances.

Saturday will begin with an 8.30 breakfast and a leisurely tour of Bruce County leaving at 9.30 with stops at places of interest along the route. After lunch we will return to Kincardine for an afternoon of shining, showing, shopping, sipping or sunning...

We will have a participants choice car show.

In the evening there will be an awards banquet, party and dance at the Governors Inn.

SUNDAY MORNING we will have a Triumph Olympics with prizes for the quickest, most accurate or funniest car or driver.

We have reserved the entire Governors Inn. However rooms will be held only until the end of April 1991. So please call them now and make your reservation.

For more information:

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