



OTTAWA VALLEY TRIUMPH CLUB

NEWSLETTER NO. 25

(SEPTEMBER/OCTOBER 1991 ISSUE)

Highlights of August 28th, 1991, Meeting

Thanks to Clive Law's interim Newsletter in mid-August, we had a good turnout for our August 28th meeting, held at the Woodvale/Manordale Community Centre in Nepean. Approximately 35 members were present to select the new OVTC Executive Members.

New Executive

Malcolm Brown, our outgoing President, presided over the election of new Executive Officers. The new Executive is as follows:

Clive Law	- President & Membership Coordinator
Steve Challinor	- Vice President
Paul Reatherford	- Editor
Juliano Benco	- Social & Special Events Coordinator
Jane Benco	- Treasurer (second term)
Pat Mills	- Regalia Coordinator (second term)

Recognition Awards

Special Appreciation Plaques were awarded to Malcolm Brown (Past President), Lynne Brown (Past Membership Coordinator) and Larry Henderson (Past Vice-President).

Bruce Young nominated Malcolm Brown as our Club's first Honorary Member for his tireless work as our first President and for his leadership and organizational talents that resulted in the most successful Canadian Classic event ever held in Ontario. Needless to say, the Honorary Membership status for Malcolm was unanimously approved by all those present. Congratulations, Malcolm, and thanks for all your hard work over the past couple of years.

Bruce Young also asked the members to join him in a Special Thanks to the following members who worked tirelessly in making the Canadian Classic event this past August such a success. A special thanks goes out to the following members:

Malcolm Brown
Clive Law
Diane and Larry Henderson
Pat and Brian Mills
Jane and Juliano Benco
Evelyn and John Carr
Terry Dale
Isobel and Derek Holbeche.

Canadian Classic Footnotes

A final registration count of 147 registrants puts us ahead of the 143 registrations that occurred in Kingston two years ago. By all accounts, the OVTC sponsored Canadian Classic of this summer is the new benchmark for measuring success for future Classic events.

Dash Plaques for all registrants are in the mail so expect them anytime after the mail strike winds down.

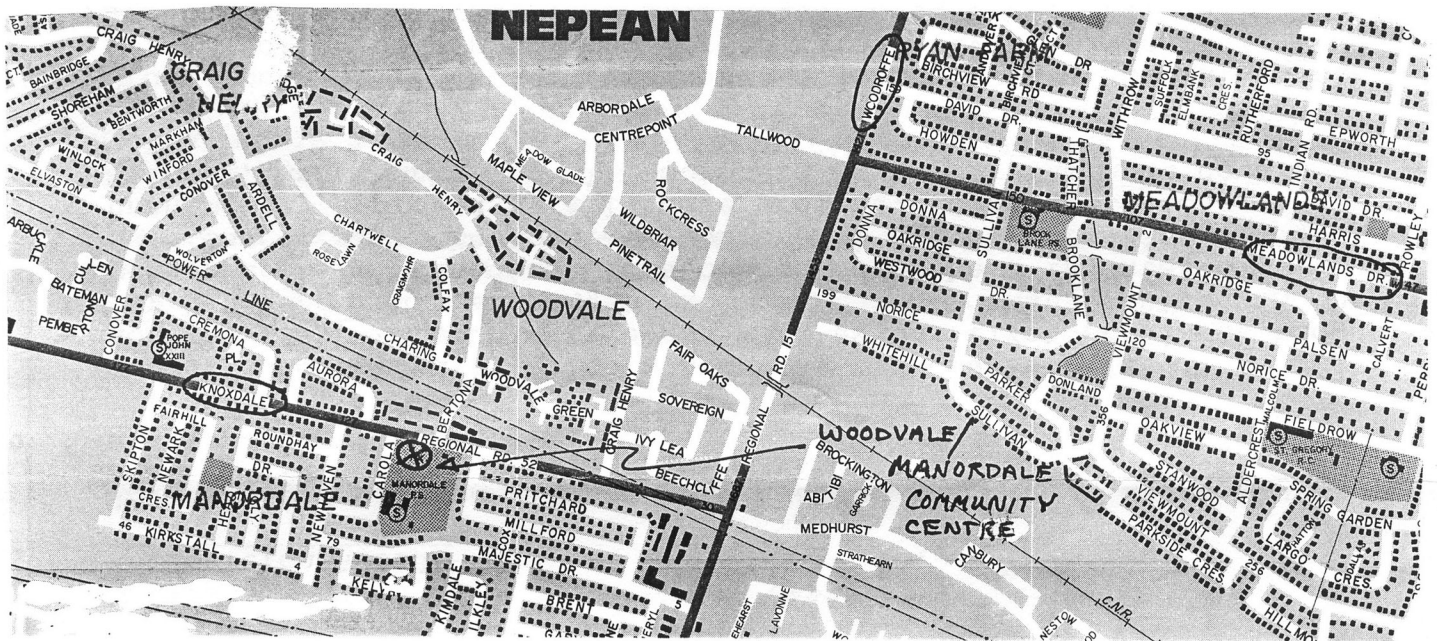
Classic T-Shirts are being reordered so if you're interested in obtaining an extra T-Shirt, or if you missed getting one as part of your registration package, call our Regalia Coordinator, Pat Mills, at 825-1698.

Contact Hugh Henderson, of Pictures Perth, for your print of the Panoramic photo (\$30 each) business number 1-267-2971, home number 1-267-4935.

Future OVTC Meetings

Don't forget gang, OVTC meetings are always on the fourth Wednesday of every month and are usually held at the Woodvale/Manordale Community Centre in Nepean, unless otherwise noted.

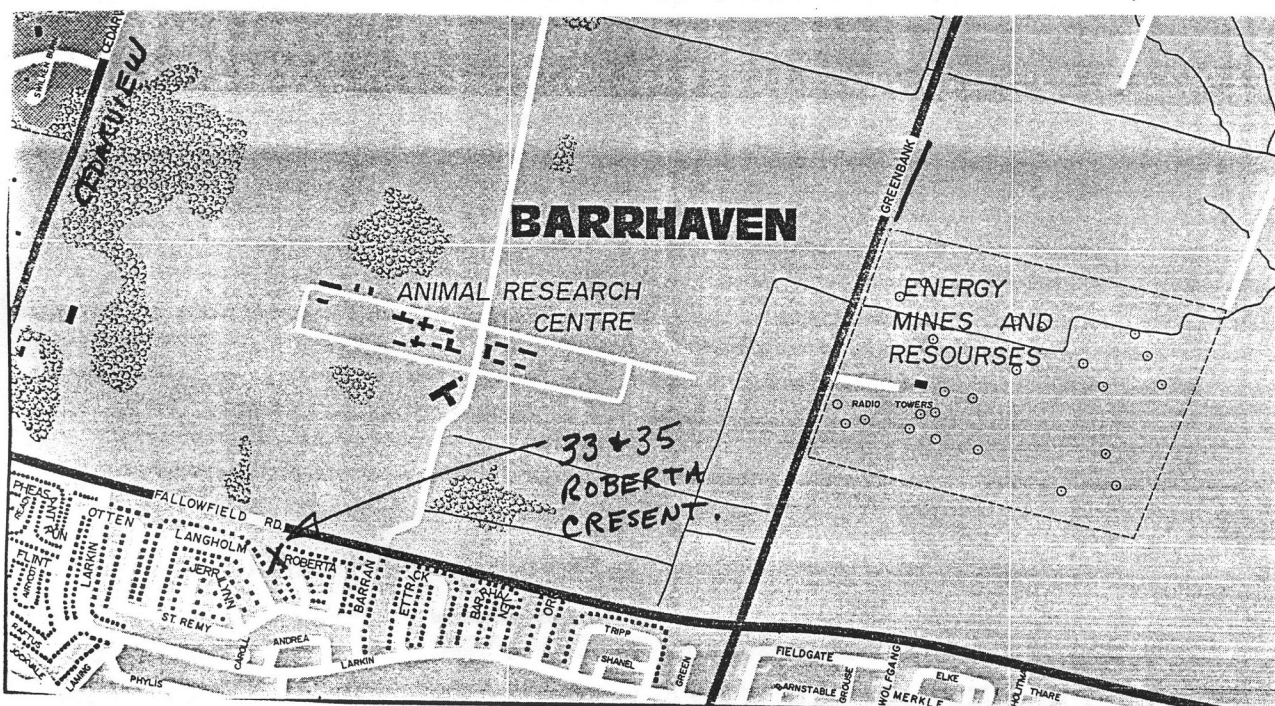
Location of Woodvale/Manordale Community Centre



Next Meetings of OVTC are:

1. Sept. 25, 1991 - 7:30 p.m.

This meeting will be held at the homes of Jeff Threader and Malcolm Brown, located at 33 and 35 Roberta Crescent in Nepean. See map that follows. Home-made beer making is the theme of this meeting. Free samples will be provided.



2. Oct. 23, 1991 - 7:30 p.m.

This meeting will be held at the Community Centre.

3. Nov. 27, 1991 - 7:30 p.m.

This meeting will be held at the Community Centre.
Presentation by 3M representative on auto products.

4. Dec. 1991 - Date to be determined.

No regular meeting; Christmas Party substitutes business.

Other Special Events

1. Sunday, September 15, 1991

British Car Day at Bronte Creek Park - Oakville, Ontario.
Gates open at 10:00 a.m. Call Glen Donaldson of the TTC at
416 444-8212 for further information. Contact Juliano Benco
(727-8113) if you are interested in attending.

2. September 20 to 22, 1991

British Invasion, Stowe, Vermont. Call Juliano if you are
interested. Five or six cars from OVTC are already going.

3. Sunday, October 6, 1991

Fall Colour Tour. Boots n' Bonnet (Kingston) Club sponsored
event.

4. Saturday/Sunday, October 19-20, 1991

OVTC Fall Tour. Steve Challinor suggests we drive down to
Littleton, New Hampshire (near N. Conway) for outlet
shopping. Rates are good at a local Inn; i.e., \$30/couple/
night. Local British Garage is located in the town. Call
Juliano Benco (727-8113) to register for this event.

5. Sunday, October 27, 1991

Second Annual British Car Auto Jumble, Toronto International
Centre (Airport and Derry Roads) - 10:00 a.m. to 4:00 p.m.

Congratulations

Dave Huddleson. Dave attended this summer's Roadster Factory
Annual Picnic get-together in Armaugh, Penn., and walked away with
the First Class prize in their Motorsport event. Not only does
his 1979 TR-8 sound great, but car and driver know how to put this
little beauty through its paces.

Craig Holbeche. Craig's back on the road with his 1969 Spitfire
now that a new engine is in place.

Steve Lashley. Steve recently acquired a TR-7.

Storage Opportunity

Janet Dallaire, an OVTC member, advised those attending the August 28th meeting that Tippet-Richardson Ltd. is providing all-season storage in a heated warehouse at its Startup/Queensway location for a nominal cost of \$300/year. Janet, who works as an office manager for Tippet-Richardson (Allied Van Lines) stated that members who use these facilities would have access to their cars year-round, although working on your car is not permitted. Also, the option is available for a licenced mechanic to start your car up on a regular basis (included in the storage cost) or you can do so yourself. Storage can be on blocks or as is. The security is excellent (highest security level of any warehouse in the area). Insurance should be arranged privately. Contact Janet for further details at 741-3015 (office) or 725-1536 (home).

For Sale

<u>New Parts</u>	<u>Quantity</u>	<u>Price</u>
Universal Joints-Quinton-Hagell QL-102 All GT6s/TR7s & Spitfires	2	\$12
OE Oil Filters GFE 131 TR-6s	3	2 ea
Lucas Points Set GCS-105 GT-6s	1	3
Mounting Rubber Steering Rack (all)	2	5 ea
Strg Column Bush (all)	2	5 ea
Misc Exhaust Clamps & Straps		1.50 ea
Diff Mtg Rubbers PH 131796 GT6s/Spitfires	2	1 ea
Seal Door Check PH 602821 GT6s/Spitfires	1	3
Black Rubber Bases - Side Marker Lamps GT6s/Spitfires	1 set (4)	30 (Searce)
<u>Used Parts</u>		
Set Rotoflex Bolts GT6s MIC III	12	12
GT6 Master Cylinder, needs sleeving and rebuilding		20
GT6 Master Cylinder - Mgt Bracket		2
GT6/Spitfire Rear Lamp Clusters, some lenses missing		10
Starter Solenoid Switch (all)		5
Wheel Nuts, GT6s/Spitfires, with washer	2	2 ea
Assorted Trim Clips, new and used		.10 ea
GT6 MIC III Silencer, last section, sound metal		10
Brand new Valve Cover Gasket, 6 cylinder, warped		4

CONTACT: Leo Francis (613) 225-2663
regarding any of the above

1974 TR-6 with electric overdrive, blue with black top. Very Good condition. Contact Bruce Connolly at 825-3544.

1972 TR-6. 89,000 miles. Red, four-speed transmission, fiberglass fenders, reconditioned head, new piston rings, rebuilt carbs, new front shocks, body and motor in very good condition, includes tonneau cover, clutch two years old.

Asking \$7,000. Phone 830-3560.

Thanks to ^{JOE LASHLEY} ~~XXXXXXXXXX~~ for submitting this article from the October 1986 issue of Road and Track.

Side Glances

BY PETER EGAN



THE MG/TRIUMPH QUESTION

AFTER FLYING BACK to the Midwest for my high school 20-year class reunion last week, I stayed on for a few days with my old high school friend and college roommate, Pat Donnelly. It was a double reunion of sorts because Pat owns one of the few cars I genuinely regret selling, a 1971 MGB.

He bought it from me in California four years ago and drove it back to Wisconsin. Pat recently finished restoring the car, and it looks like new. After the reunion, we spent several pleasant days motoring around town and through the summer greenery of the Midwest—a nice change from the summer brownery of California. I felt the sun on my face and listened to that nice, hollow exhaust note and decided that history doesn't really repeat itself; it just simmers, with an occasional rise in temperature.

Pat and I both bought our first sports cars in the spring of 1968 after spending the winter going to college during the day and working together on a night shift unloading Coca-Cola trucks to earn the necessary money. Pat bought a red 1960 MGA in beautiful condition for \$650 from a man in Madison. I bought a British Racing Green 1957 Triumph TR3, in slightly less beautiful condition, for \$450 from a seminary student in Milwaukee.

The TR3 was less expensive partly because the engine ran on only three cylinders out of a possible four. The seminary student told me the engine had a burned valve. I bought the car anyway, figuring I'd learn all about valve jobs. Pat and I sputtered 150 miles back to our hometown on three cylinders, laboring painfully over every hill. When I got home, I discovered there was nothing wrong with the

valves, but the engine had one bad spark-plug. I installed a new plug and the car ran like a bat out of hell.

On four cylinders, the TR3 was truly a fast car. Some previous owner had fitted it with the J.C. Whitney Big Bore High Compression Kit—oversized wet liners and pistons that added more grunt to what was already a very torquey engine. The car quite easily burned rubber in the first couple of gears and lunged down the road fast enough to leave the cam and lever steering five or six twitches behind the latest veer. I drove the Triumph everywhere those first few euphoric weeks, flying down country roads and changing flat tires about every half hour, as hard cornering poked loose spokes through my tubes.

A few weeks later, Pat drove up in his new (used) red MGA. It was a beautiful little car with steel wheels, new Michelin radial tires and no rust. We cruised out of town to the Ridge Road—our own little slice of Road America—and I got behind the wheel for my first drive in an MG.

In those first few miles of driving, I was absolutely stunned. The sheer, overwhelming lack of horsepower emanating from beneath the MG's little tongue-like hood was breathtaking. I didn't know what to say. After two weeks in my punched-out TR3, I felt as though I'd stepped out of a Cobra and into a Fiat 850 Spider. The MGA simply did not go.

As the miles rolled by, however, I began to see that the MG was not entirely without merit. The car made nice noises, shifted gears better than anything I've driven before or since and felt like a little fighter plane with its leather-trimmed cockpit, albeit a rather slow, WWI fighter plane. Furthermore, the MG had a feeling of

oneness, of having been put together carefully and tightly, its seams and joints leaded and welded rather than bolted and wired. My TR3, by comparison, had a lot of raw edges, scuttle shake, loose joints, wind leaks, rain leaks, bare wires, rattle and jounce. It was windy, fast, stiff, noisy, crude and fun, where the MGA was soft, rounded, compact, precise and fun in a subtler way. Switching back and forth I didn't know which car I liked better. Preferring one over the other was a matter of mood. But the distinct characters of both cars were fixed in my mind. The Triumph was a hot rod; the MG had more finesse.

As a mechanic, I later worked on and drove the next generation of MGs and Triumphs, the TR4 and MGB, and after those the GT6s, TR6s, 7s and 8s. Right into the next decade, these cars followed the same basic personality profiles of their forebears. The MGBs got a little faster, a little softer sprung and more civilized but kept that tight, one-piece feel. All the Triumphs featured lots of engine, big tires and slab-style bodywork bolted together rather indifferently. And they remained faster than the MGs. (We are leaving the Spitfires and Midgets out of this for now; this is a story about Big Iron.)

Somehow the personalities of the owners who came into our shop also meshed with the character of their cars. For instance, we used to have a running joke among the mechanics that if the owner of a TR6 didn't have a leather sport coat and cowboy boots, we wouldn't work on his car. While the marque attracted its share of forthright Anglophiles, there was also a strong streak of Texan running through the ranks of Triumph owners. Some, I think, were just taking a short rest on their way to Corvette ownership.

MG owners tended to be a bit more purist in the grand string-back driving-glove tradition, or else were eccentrics of the sort who wore one earring (even in 1975) and had bandana-clad dogs named after minor San Francisco poets of the North Beach area. I remember being offered a large lump of hash in exchange for an MGB tuneup by one customer. I declined, being high on parts solvent at the time.

Sadly, both cars are gone, along with the philosophies, engineering and construction techniques that made these two affordable, fun British roadsters so different and yet so appealing. But, looking on the brighter side, there are a lot of good used MGs and Triumphs still floating around at remarkably low prices. And, after driving my old MGB at the reunion last week, I may be forced to buy myself another one. Unless I find a good clean TR4, I'll have to think about it. An MG would have more finesse, but a Triumph, after all, is faster.

Newsletter Editorial

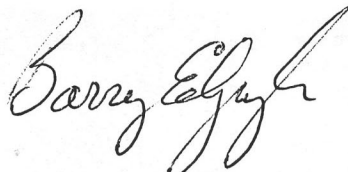
I was happy that the members present at our August 28th meeting concurred with reducing the frequency of our Newsletter from a monthly to a bi-monthly basis. Having done the Newsletter from the inception of the Club in late 1989, it's a lot of work and the pay's lousy. However, on the whole, it's been fun and I think it helped get the Club up and running by having Newsletters coming into everyone home on a fairly regular monthly basis. Communications is the key to any successful operation, both written and verbal. Since I've never been much on the verbal side (as some who know me can attest to), I do enjoy writing, so it's been a real pleasure serving the Club these past two and a half years in this capacity.

I wish to take this opportunity to thank all those who contributed to the content of the Newsletter while I've been Editor; namely, Malcolm and Lynne, Clive, Jane and Juliano, Pat and Brian and Peter George (what's his real name, anyway?) A special thanks to Clive for his enthusiastic support and coordination of membership information such as address labels, renewal forms, questionnaires, etc.

Also, last but by no means least, the Newsletter would not have been possible without the secretarial/typing skills of Gloria Ray, my Admin. Assistant here at the RMOC. Great job, Gloria.

Finally, I extend a hearty congratulations to our new Editor for taking on this often times thankless job and offer my continued support to him and the Club in general, especially when it comes to getting out the written word.

Happy motoring, gang.



Barry Edgington

Quotes for the Day

"Be active in the Club so that other members can benefit from what you can offer".

'Old Autos' - July 15, 1991.

Thanks to Pat Mills for spotting this one.

"Even in this day of computer enhanced images and VHS records, the best method of visual display remains the 35 mm colour slide".

World renowned expert on visual presentations
and telecommunication systems

Note from Gloria...

I enjoyed typing the Newsletter each month. You are a fun-loving group and your high spirits and sense of adventure will make your Club successful and the envy of other Clubs. I want to thank you for the invitation extended to Bob and myself to join you the night of the boat cruise. It was nice meeting the people behind the names in the Newsletters. You made us feel very comfortable and we had a wonderful time. I will miss you all. Good luck.