



OTTAWA VALLEY TRIUMPH CLUB (OVTC) NOVEMBER-DECEMBER 1991 NEWSLETTER

Membership;

Let's welcome the following new members to the OVTC;

Ron Audette	1959 TR3A
Phil Boyes	1959 TR3A
Michel & Celine Doray	1975 TR6
Don Hoddinott	1975 Spitfire
Gord McIntosh	1972 TR6
Wil Ryan	

Our membership total is now 84 members of which two are corporate members and the remainder are regular. (I'm sure we all agree that its nice to be regular!)

At our present rate of new members and our high rate of renewal, the Club will probably hit 100 members next summer. this is an incredible accomplishment for a Club that was only founded a couple of years ago.

For those of you who were present at our September meeting, the Club conferred an Honourary Life Membership to Malcolm Brown, at the rate of conferring freebies like that every couple of years and computing our rate of growth, and taking into account the limited number of new Triumph owners joining, I figure that by the year 2187 the Club will have 180 Honourary Members who do not pay dues, and only three regular members that do. Therefore I propose we convene a committee at large (or should that be a large committee) to look into this.

Lastly, please check the date on the upper right corner of your mailing label, If it says Aug 91 or Sep 91, then this is your last newsletter. If it says Oct 91 or Nov 91 then you are now due for renewal, please send your \$20.00 to Clive law at 55 Abingdon Dr., Nepean, Ont, K2H 7M5

1. NEXT MEETING

The next meeting will be on November 20, 1991 and will be convened at 7:30 Sharp, and will include a presentation by the 3M Corporation. As usual it will be at the Manordale Community centre on Knoxdale Rd.

2. PARTY

The MAJOR event of the Christmas season is a party on December 15, to be convened at the home of the jane and Juliano Benco, 14 Kelvin Cr, Nepean, Ont., K2G 3L9. This is a pot-luck style party where

everyone is encouraged to bring their own house specialty and a little bit of whatever you personally like to drink. However to avoid 9 Greek salads, please call Jane at 727-8113 and discuss the options. (editor's note - these folks have in the past and continue to have their place invaded by us, members of the OVTC. Others have been equally kind, and our welcome should not be overstrained. Anyone gracious enough to consider offering their premises for a Club event would be anxiously smiled at by the executive. Thanks.)

3. CONCOURS PREPPING

The January 22, 1992 meeting will be an extremely interresting event, as Malcom Brown, whose TR6 is the envy of us all, will present a discussion of "Tarting Up Your Car". We all try, but an expert's expert sharing the proven wisdom of his ways will be a real treat.

4. ADVERTISING IN THE NEWSLETTER

Advertising in the Newsletter is an issue. This was discussed at a recent executive meeting, and we feel that member's adverts are appropriate, as are those of corporate sponsors. We will be considering other advertising (and publication costs) and will bring forward to the membership a recommendation.

5. RESOURCE LIST

Brian Mills is working on a list of suppliers, wholesalers, garges, storage facilities, etc. that members may find of significant use. This list will be published separately from the Newsletter and will be made available to all members at no charge, additionally it will be made part of the New Members package. Jane Benco is in the process of deciphering Brians hieroglyphics and we should have this ready for mailing in January.

6. THE 1992 IMPORT CAR SHOW

John Carr reported that the Show will be held on June 28, 1992 at the Manotick Arena with co-sponsorship by Sporting Classics magazine and radio station W1310. Proceeds will go to charity. He invited our club to contribute volunteers to assist in running the event, and hopes for names early in the new year. Specifics on the event will be forthcoming, and we anticipate an involvement. Please notify Juliano Benco if you would like to help out. (Count me in - Clive)

7. TERRY DALE'S PRESENTATION

Terry began his presentation with a discussion of stainlees-steel exhaust systems, and brought to the meeting an example of one he approves of. (editor's note - please call Terry to get prices and details of the system displayed. I don't want to put words in his mouth.) Basically the advantage is once installed, you're good for a long time because there is much less deterioration from acid

emitted from the engine, which is the major cause of rusting out - as opposed to what I always thought which was winter 'grunge'. Mufflers wear out more from inside than outside.

Terry pointed out that esoterically speaking, any new exhaust system takes about 500 miles to "run-in", and until carbon has built up at the joints, a tinny sound is normal. The really cool TR sound is not to be expected for a little while.

He discussed TUNING of a system, which is more complicated than the average bear appreciates, and tells us something about why really top-notch mechanics have winter homes in California. Installing a triple Webber carb system may actually reduce your car's performance if the exhaust system is not balanced for the increased input capability. Cam shafts also come into play, as they control the timing and duration of I/O.

As well, an input-output system must be tailored to your driving style. A racing system, set up to perform at 5000 RPM will not get you down the Queensway at legal limits efficiently, or at maximum power.

The discussion continued and digressed to include winter storage, resuscitation of an embalmed car and oil/additives. I believe that we should be paying Mr. Dale for his lectures. I also assume that we eventually probably will.

The upshot of the presentation was that one should consider a number of items when wishing to improve factory performance. Talk to a pro before investing in a sexy new device. Stainless exhaust systems are good things in the long run, and if you want to keep your car, are worth the money.

My thanks to Clive Law for producing this newsletter in my absence. To Barry Eddington: I appreciate your job more fully now.

As always, we welcome and encourage contributions to the Newsletter. As editor, I may take the liberty to edit submissions, and condense text to save publication costs. Writeups on diskette in Wordperfect 5.1 make my job easier.

See you at the Party! - Paul Reatherford

The Laws for British Sports Cars

Submitted by Martin Harasek

Most of us are familiar with the physical laws thought up by Isaac Newton, the guy who invented gravity. He said things like "for every action there is an opposite and equal reaction" and "If you sit under a tree long enough an apple will eventually fall on your head, provided you are sitting under an apple tree."

Isaac was considered very intelligent and was eventually responsible for the invention of calculus, which was a new kind of math for people who thought math wasn't already hard enough. He is also the reason why, even today, people who work in apple orchards often wear large protective hats.

Newtown's laws made sense for hundreds of years, and everyone 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 scientist, with names like Morris, Healy, Leyland, Mowog and Murphy shook the scientific community when they published their new theory of mechanical behaviour 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.

1. Law of 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 meaning. This law explains why British cars always have spectacularly bad names like "XKE" or worse yet, "MGBGT".

2. Law of Cryptic Instruction

Any book, manual, pamphlet or text dealing with the maintenance, repair, upkeep, 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 that 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 facia and undo the A-arm unit with a #3 spanner." All attempts to publish an English language version of this manual have failed.

3. Love of Hardship Law

The more a British Sports Car malfunctions, breaks, and/or falls apart, the more endearing it becomes to its 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's like part of the family", and besides, "It's so much fun to drive." British Sports Car owners often stare into space and smile a lot. This is referred to as the "Foolish Persons Syndrome".

4. Law of Non-functional Attributes

All British Sports Cars, regardless of condition or age, shall always have at least one system or sub-system of components which is entirely non-functional, and cannot be repaired except on a semi-permanent or semi-functional basis.

5. Recently Discovered Component Failure Law

Any component of a British Sports Car which is entirely unknown to its owner shall function perfectly, until such time that the owner becomes aware of the components existence, at which time it shall instantly fail.

Case in point: I have owned a rather natty MGB for six years. I never knew there was such a thing as "Gulp Value" until I saw new

ones offered for sale by Moss Motors. The next day, driving my British Sports Car to work, the Gulp Value fell off the motor and was run over by a truck.

I do not know what the Gulp Value gulps, nor do I particularly care to know, since it sounds messy and dangerous, but I figured I would buy a new Gulp Value and install it myself. One look at the shop manual and I decided to have someone else install it (see Law of Cryptic Instruction above).

While I'm driving the car over to the local repair establishment, I noticed the car is performing just as well as it ever did and that the loss of the mysterious Gulp Value has not had any adverse effect on its behaviour. I figure this is due to the Non-functional Attributes Law (see above), which means that the Gulp Value probably wasn't gulping anything anyway, so I decided 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 (see above), offered to take the car off my hands for \$100. I just smiled

THE OVTC OCT. 6, 1991 FALL RUN

Report by Juliano Benco

The OVTC had our Fall Fun Run on Oct. 6 in conjunction with the Boots and Bonnets club of Kingston and the Ottawa MG club.

10 cars from our club showed up at the rally point, Follies Mountain at Westport. Some brave (or insane) drove Top Down in the downpour, which followed us for 20 miles to our destination.

The tour went to the cheese factory in Forfar and proceeded to Jones Falls for lunch. It was great to see 52 sports cars winding their way down the highway cheerfully, albeit with sadness in their owners' hearts, knowing that this was the last Run of the season. The "Babies" will soon be tucked away for the season.

TECHNICAL TIP

Report by Alan Manship

On obtaining my TR7 in July of this year, my goal was to keep it as original as possible. I recently restored the very weathered carpeting. The original colour had long since faded away, and had become a dull grey and white.

As Triumph owners we possess the unique ability to overcome adversity, with unsurpassed intelligence and generally superior intellect to that of the average mortal, especially when speaking of "maz-duh my-hat-a" owners (editor's note- what the hell is that? Sounds Japanese and we may be subject to a court action).

My apologies to the aforementioned as I'm not quite certain of the correct spelling. I'll have to check with a local wrecking yard, but back to the carpet. There were two options:

- . spend a bundle on aftermarket carpeting of questionable quality and fit; or
- . attempt to dye them back to life. (editor's note - pardon the pun)

Why not try the cheaper method - nothing to lose. The spirit of adventure, the challenge, the bank account! My carpets were originally Royal Blue and the pile was in pretty good condition. Tintex retailers stocked the colour. (By the way, Clive, they do not have Presidential Red). If you try my approach, bear in mind that the instructions apply to Clothing. I cut back on the water percentage recommended to achieve a deep tone.

PROCEDURE

1. Vacuum thoroughly.
2. Pre-soak carpets with hot water.
3. Boil about 1 gallon water (4.5 litres for those sufficiently indoctrinated) in a stainless steel pot, used without your spouses knowledge (there's no place like peace and quiet).
4. Add dye and stir until bored.
5. Apply with a mid-sized brush. Keep the dye as close to boiling as possible; better absorption.

Note: use plastic bags on the car seats, and keep plenty of rags handy for spills.

6. Drying time of course varies with weather conditions, but in general allow a few days.

I made two applications of dye to my carpet, which have resulted in a perfectly acceptable job, and I expect it to last for several years.

Thanks for taking the time to read this, and I hope my experience will benefit those considering an alternative to carpet replacement.

Safe Motoring.

REGALIA CHRISTMAS IS COMING!

Do Your shopping NOW.

- Windshield Decals - \$4.00 ea.
- Baseball Hats - \$8.00 ea.
- Gatsby Hats - \$8.00 ea.
- Golf Shirts, 2L,1M- \$20.00 ea.
- Sweatshirts, 4XL - \$22.00 ea.
- Pennants - \$5.00 ea.

Phone Pat Mills for these.

- Magnetic Signs (OVTC), one 12/12
three 18/18

VHS tapes of the Classic, \$15.00 ea.

Phone Martin Harasek for these.

Note that prices will probably rise with our next shipment of any items.

The Sixth Annual Canadian Classic A Retrospective Look

by Malcolm Brown

I was invited by the TTC to offer some thoughts and reflections on the Sixth Annual Canadian Classic that was held this past summer in Ottawa, from the 1st through the 3rd of August. As everyone is aware, this was a joint undertaking, the first of its kind, between the Toronto Triumph Club and the Ottawa Valley Triumph Club.

At this point, it would appear to be somewhat superfluous to go on at length describing the weekend's events etc., as everyone who attended is well aware of the agenda. However, the one thing I would like to say, from all of the comments we received, is that the Classic has once again, been reaffirmed as one of the premier Triumph events of the year! In particular, the number of U.S participants in repeat attendance, and the extremely positive comments received from our American friends, overwhelmingly proves this point. I am especially proud, as past president of the OVTC, that a club as small as ours (numbering only 40 or so at the time) pulled this off with little more than the financial support of the TTC.

Being as close to the Classic as I was, from the organizational stand point, I feel there are some very strong messages that should be relayed to the TTC, and in particular, the organizers of future 'Classics'. I don't want to bore anyone with a bunch of motherhood type statements, but it is evident to me that the Sixth Annual, despite its glowing reviews, suffered some deficiencies. Foremost amongst these, based on feedback from participants, was the late arrival and insufficient numbers of dash plaques, awards and T-shirts.

Ironically, apart from leveraging its established reputation with major sponsors, these were the ONLY things the OVTC asked the TTC to take care of. Sorry, but that is reality. Part of the problem certainly, can be accounted for by this year's attendance numbers. Although attendance reached some 147, this number represented the final tally, as of Saturday August 3. In fact, it wasn't until very near the end of July that we actually managed to break the 100 mark. Because of the lead time to produce the above items (generally 4 to 6 weeks) estimates were made based on the current and, more importantly, anticipated levels of registration. Obviously the numbers chosen were conservative, but no one expected the last minute flood of registrants. Nor would anyone have expected that 20 NEW registrants would arrive to sign up at Victoria Island (during the concourse). All of these last minute registrations made the shortage problem even more acute. While last minute registration was partly to blame, I do believe that too much time was taken in delegating these tasks, and thus time was already getting tight when the items were finally ordered.

Although this may not seem like such a big deal, I just can't help but express my disappointment. Its like the Mr. Crispy potato chip commercial where Mr. Crispy says, 'Now make them more perfect'. We had all the elements in place to make this truly one of the best events ever, and somehow we fell short because of details, details, details.

To make matters worse, in the period since the Classic, I have now received several phone calls, and more recently, a letter from the U.S., expressing wide spread concern and disappointment over the fact that plaques and awards etc. have yet to be received. While I recognize that we all took a bit of a hiatus after the Classic in order to regroup, no one has taken any ownership to resolve these outstanding issues. My fear is that the momentum that was built up, and solid base of registrants likely to return to next year's event, will be lost in the aftermath. Its like selling a great product, but then blowing your customer's confidence because of lousy post sales service.

Apart from resolving currently outstanding issues, I believe it is absolutely paramount, in order to maintain the momentum from year to year, to have at least some rudimentary plans in place so that intentions can be

announced at preceding year's events. I have already had one phone call and a letter from the U.S. inquiring as to the date and location of the 1992 Classic. Correct me if I am wrong, but I suspect little or nothing is currently being done about the Seventh Annual Canadian Classic.

Perhaps, as I discussed with one prominent TTC member, the Classic should be a bi-annual event. If this is so, then work should already have begun establishing an organizing committee for 1993!

The OVTC originally made known its offer to co-host the Sixth Annual Canadian Classic, in the fall of 1989. This was almost TWO years in advance. Granted, we were not planning any other significant events, like a British Car Day, that would sap our resources, but then again, we had fewer than 30 members. By February of 1990, a full year and a half in advance, we had a logo (with prototype T-shirt) and our rough agenda mapped out. By August of 1990, we were able to announce our plans at Peterborough, the site for the Fifth Annual Canadian Classic. By that September the hotel and concourse location was confirmed and booked. By February 1991, our final agenda, complete with locations, maps, cost estimates, registration forms etc. etc. was presented to the TTC executive at a meeting that was held in Kingston. In April at Ancaster, we handed over all of the completed art work and colour separations that would be necessary to produce the plaques, T-shirts, name badges etc.

I don't mean to belabour all this but, if the TTC intends on the Classic being a major annual event, don't wait until the eleventh hour to throw it together. For potential registrants, I also have a message. Don't wait until the last minute to sign up. Late registration not only makes it difficult for organizers to plan for and anticipate numbers, but means some things are very likely end in disappointment. As an example, I made it VERY clear in the registration forms, and in update articles in the Ragtop, that there was limited space available for the boat cruise. Once again the size of the boat was dictated by your advance registration numbers. And yet, I still heard numerous complaints that boat cruise tickets sold out early ?!

In closing I certainly hope I haven't offended any individuals or, for that matter, the TTC (although, the TTC is MY club too). Nor am I trying to garner any excess credit for the OVTC. This clearly is not my intention. Rather I only hope that these comments, as pointed as they may be, might be used as food for thought for upcoming *Classics*, so that it may continue to be the Premier Triumph Event of the Year.

Sincerely,

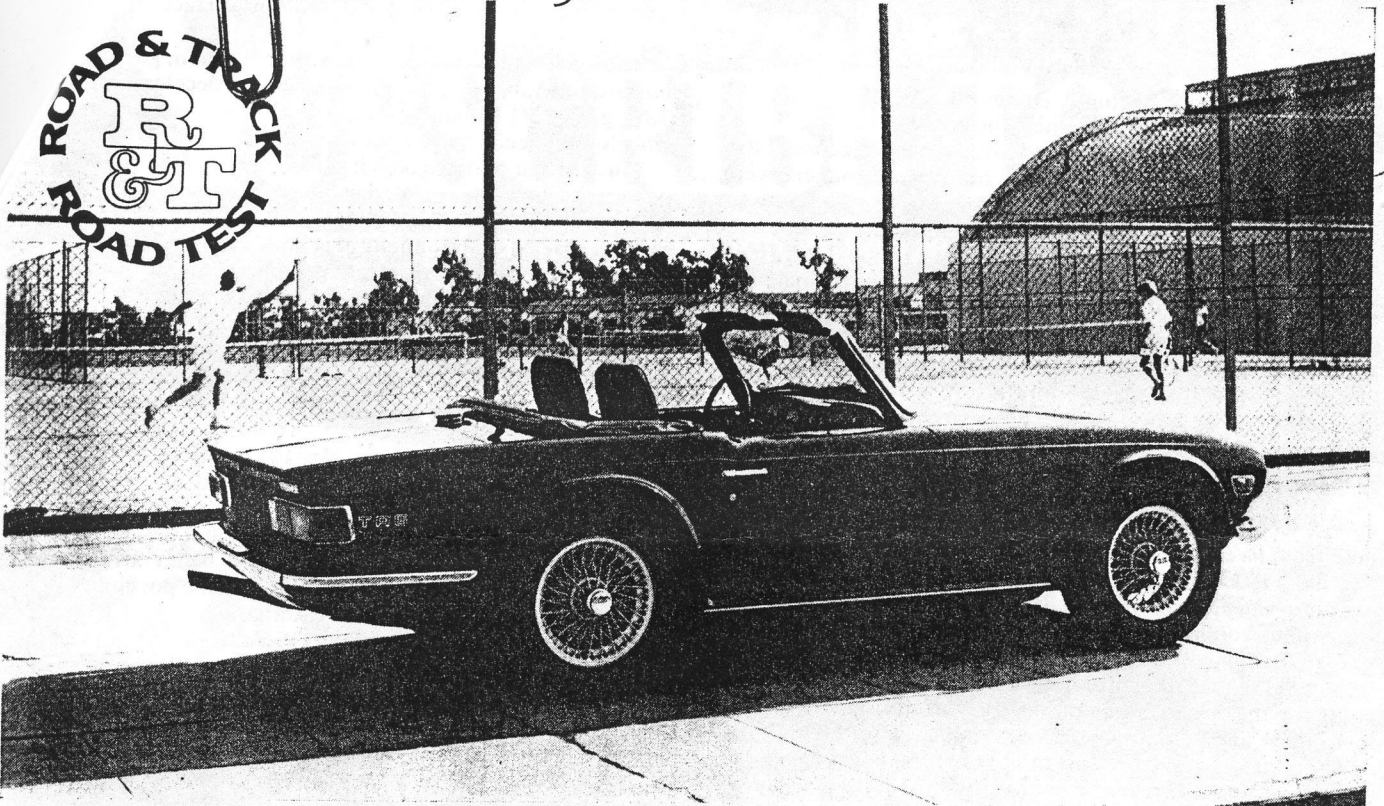
Malcolm Brown

President in retirement, OVTC

The above letter was written by Malcolm after the Toronto Triumph Club's official publication *The Ragtop* asked for a post mortem on this summer's Candian Classic. It may not have been what they expected, or wanted, but it has done wonders in conveying our sense of frustration to them, To give them their due, the TTC have stated that they will print it as is.

R&T. Annual, 1970. TEST WAS IN 1969 (Paul R.)

ROAD & TRACK
R
&T
ROAD TEST



GORDON CHITTENDEN PHOTOS

TRIUMPH TR-6

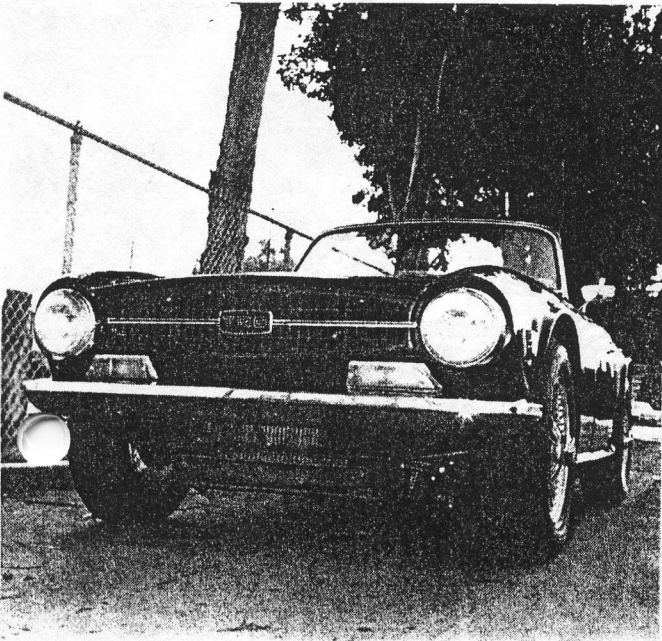
*A distinctive combination
at a reasonable price*



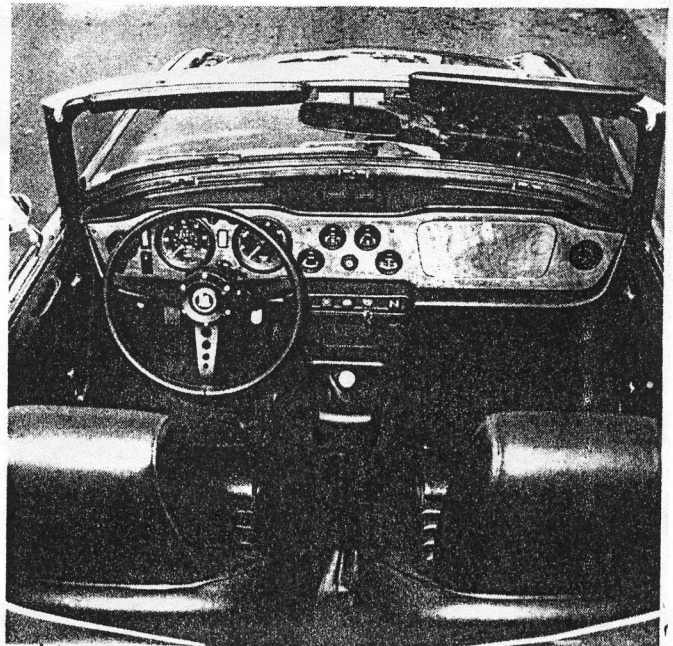
TRIUMPH SURPRISED us with the TR-6. We've been hoping for an all-new sports car from them for some time, but what they've done is update the old one again. This time there's new sheet metal, the car having re-

ceived a 6-cyl engine earlier to become the TR-5 (home market) or TR-250 (U.S.). The running gear of the TR-6 is mechanically identical to the TR-5 and 250 except for the addition of a front anti-roll bar and wider wheels. To give the nose its new look, the outer front panels have been reshaped from the wheel well center forward. This, with a new hood, grille and bumper combine to give a frontal appearance somewhat similar to that of the Innocenti Sprite (May 1964 R&T) and make it much better looking than the TR-4-5-250 line from which it descends. At the rear the restyling is just as extensive: a much crisper chop-off, huge taillight assemblies and flat-black paint all look very modern and nice. This is one of those

Anti-roll bar and wider wheels are the mechanical changes.



Cockpit, with new "throne" seats, is handsome and luxurious.



TRIUMPH TR-6

rare facelift jobs that actually comes off well. From the side, the car looks very much the same as before.

Many readers have wondered why the fuel-injection TR-5 wasn't sold in the U.S., especially since other makers were using fuel injection to meet our anti-smog rules. The answer, in spite of any speculation we have done before, is that the Lucas mechanical FI system Triumph uses in the TR-5 (now the home market TR-6) is not precise enough in its metering to allow the 150 bhp it gives and still meet the emission standards. So in the U.S. we get a carbureted TR-6, with only 104 bhp from its 2.5-liter 6-cyl engine and a much lower price than would be possible with FI.

Modest power, however, doesn't keep the TR-6's performance from being pleasant. Far from it; it covers the standing ¼-mile in 17.9 sec and does an easy 109 mph. The engine is so smooth and quiet, and so tractable at any speed, that you almost wouldn't know it was there if it weren't for a healthy note from its exhaust pipes. This test car didn't have overdrive like the TR-250 we drove last year, and we found the gearing quite satisfactory without it—a 3.70:1 final drive is used with either combination and gives a moderate, relaxed 3370 rpm at 70 mph with wind roar fully covering any engine noise. Its redline is at 5500 rpm, but we found 5200 the best shift point for maximum acceleration. It won't reach the redline in 4th gear and actually has a lower top speed in OD.

The addition of a front anti-roll bar has increased low-speed understeer, but when it is combined with wheels that are an inch wider and the optional Michelin X tires (as on our test car) it gives high-speed cornering stability and bite that is new to the big TR. From about 45 mph up the cornering response is quite neutral, and lifting the throttle foot in a hard turn brings the tail out gently. When the going gets rough, the TR's independent rear suspension—which was cobbled into a car designed for a live axle—is less happy than most such systems. The frame rails actually run *underneath* its axles, severely limiting suspension travel in the rebound direction. The result is a strange combination of softness in the bounce (up) direction and super-control on the rebound—as if a big strap were keeping you from leaving the ground—the point being to get a decent ride and avoid contact between the axles and those rails underneath them. Under conditions that don't

use up the rebound travel, the normal advantages of it—namely, the ability to corner on bumpy surfaces without losing adhesion—do apply to the TR-6.

The TR-6's brakes, a disc-drum combination, go uncharacteristically but are now able to pull a slightly better deceleration rate 78% g vs. 75%—than before, probably because of the wider wheels (and hence more road-tire contact area).

The vintage body makes itself known in the driving compartment: the seats, located inboard of the separate frame's side rails, are of necessity quite narrow and shoulder room is more restricted than it might be with today's curved side glass. "Throne" seatbacks are used to meet the Federal standard for head restraints, resulting in some loss of rearward vision. The padded steering wheel is a little high but can be adjusted forward and aft with wrenches, and the shift lever is in a handy position.

Instrumentation, set into an expensive-looking wood panel, is highly satisfactory with large speedo and tach directly in front of the driver and the rest of the dials not too far away to the right. The pedals are not situated well for heeling and toeing, the throttle being too high for that; headlight dimming is by a foot switch with a directional signal-flasher lever on the left side of the steering column—a better arrangement than the GT6's two-stalk setup because of the possibility of an OD stalk on the right side of the column.

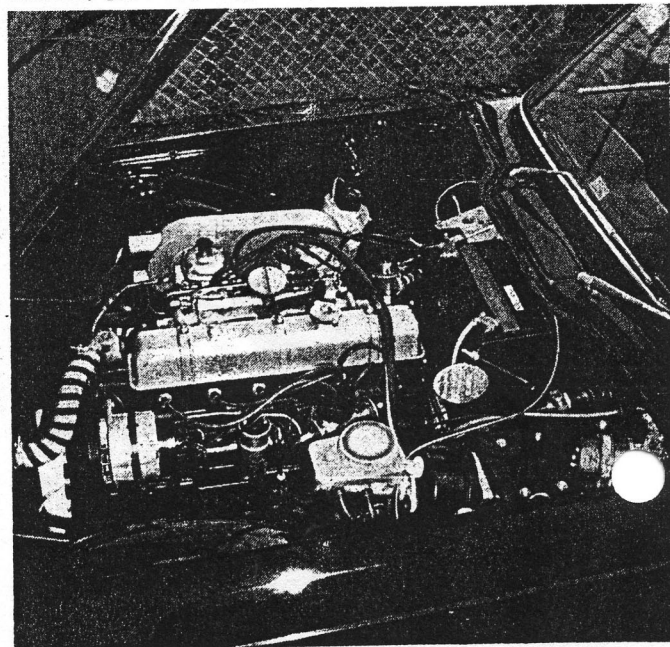
Interior finish certainly is the TR-6's bag. Full carpeting—even the trunk has it—plus good-fitting vinyl upholstery and that nice wood dash give it an expensive feel indoors. Exterior finish was also quite good on the test car, and to our surprise we found the particular example to be freer of rattles than any TR we've driven. There are no changes to the body structure, so we have to assume that the assembly people are just screwing the cars together better.

If Triumph were to put an all-new car on the market (a TR-7?) the car would probably be too good to be true—certainly the price would shoot way up. As it stands, the TR-6 does offer a distinctive combination of qualities at a reasonable price: a traditional British sports car package, with ride and handling far from outstanding and a somewhat cramped cockpit but, offsetting these, an excellent 6-cyl engine, luxurious finish and trimmings and a roadster top that's easy to put up and down. There's no question about its reliability and durability, so if this is the particular combination of qualities that appeal to you at \$3500 or so, it just might be the right car for you.

New sheet metal creates a high lift-over lip for trunk.



Smooth, quiet 6-cyl engine is unchanged from that of TR-250.

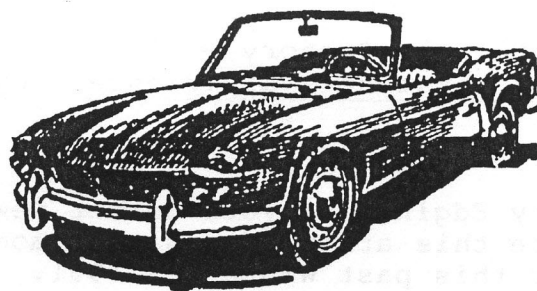


The

Old Car Factory

OVTC Corporate Member

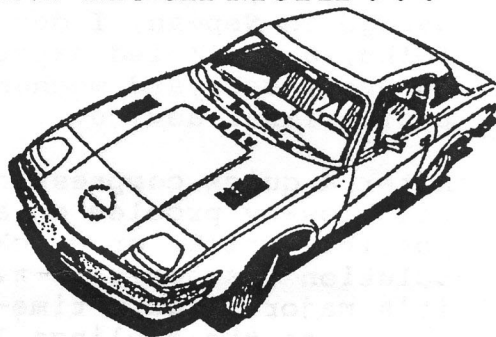
24 Bentley Ave. Nepean, Ont
(613) 224-6913



WINTER SPECIALS FOR OVTC MEMBERS ONLY

	Reg	Special
Spitfire, TR6, TR7, TR8 TIE ROD ENDS	19.99	14.99
Spitfire, TR6, UPPER BALL JOINT	34.99	25.99
Spitfire, TR6, TR7 VALVE COVER GASKET	8.99	5.99
Spitfire, TR6, TR7, TR8 OIL FILTER	8.99	6.99
Spitfire, TR6, TR7, TR8 BRAKE PADS	32.99	25.99
Spitfire 1500 FRONT BRAKE ROTOR	46.99	32.99
TR6 FRONT BRAKE ROTOR	49.99	39.99
TR7 FRONT BRAKE ROTOR	89.99	74.99
Spitfire, TR6 3-PIECE CLUTCH KIT	169.99	149.99

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Don't forget, we can look after your "everyday driver" too! Domestic or imported, we can do them all !

The Old Car Factory -
One Enthusiast's Experience by Barry Edgington

Barry Edgington, your former Newsletter Editor, felt compelled to write this article as a testimony to his 1959 TR-3A major rebuild over this past winter of 1991. Here is his story.

It all started during the heady days of summer 1990. Occasional glances in my "opulant" rear view mirror, always resulted in what appeared to be a "blue haze" following me around. Can't be burning oil, golly, I replaced the rings myself when I "rebuilt" the TR's engine six years ago--surely a set of rings lasts longer than this!! The haze must be a weather apparition or better yet, a defective or cloudy rear view mirror. Alas, one sunny day, as I was heading down the Queensway, I asked Helene to turn around and see if there might be "some oil fumes coming out of the exhaust". Sure enough, she says, and added comments like "no wonder we've been smelling oil all day" and "I thought you fixed the engine" and, finally, "how much is this going to cost to fix??" No problem love, I confidently declare, must only be a defective spark plug--knowing full well it's probably something more serious. Try also standard comebacks 809 or 1117..."guess it needs a tune up" or "those damned su carbs need adjusting, again."

Well, thanks to fellow OVTC member Juliano Benco, who had told me about Terry Dale having just opened a British car specialist garage in Nepean, I decided to take "Old Smokey" to see...yes folks, a qualified expert. Swallow pride guys, there comes a time in every backyard mechanic's life when you'd better seek some professional advice.

After a quick compression test, Terry diagnosed the problem as an oil blow-by problem on at least one of my cylinders caused by possibly sticky or cracked piston rings. An engine cleaner solution (mechanic-in-a-can approach) didn't solve the problem so it's major surgery time--gag! gag! I know all the members can relate to the feelings I was having at the time. Should I try to fix this myself or go for a professional repair job and, hopefully, have it fixed right this time. It's a tough decision considering the expenses involved, the time and effort required, and the level of confidence in your own abilities to tackle a major overhaul on especially an engine or drive train components. But, if you can afford it, and if you can find a qualified and conscientious mechanic who you can totally trust, I highly recommend going the professional route at least once in the lifetime of your car's restoration history.

That gets us back to that most elusive of all professionals, you know, that dream-come-true, the find of a century, a mechanic who understands your enthusiasm re your "baby", can relate to you on that level and share the same thrill of victory and shame of defeat stuff, is honest, knowledgeable and charges a pittance for his work. Live the fantasy and dream on, you say? Well, have I got news for you. Such a professional is alive and well and can be found at the Old Car Factory, 24 Bently Avenue in Nepean. Well, almost. Terry has to make a living I guess so he does charge more than a pittance for his work, but having shopped and compared rates elsewhere, it's a good deal at "The Factory". But, actions speak louder than words, so let me relate my experiences dealing over this past winter with Terry Dale's operation.

So...getting back to my story. After having "checked out" Terry's reputation (and Ottawa's a word-of-mouth town if I've ever seen one), everyone having spoken highly of his character and his quality of work, I decided to "shoot the works" and go for it. So, last December, two weeks before Christmas and one week before I moved from downtown Ottawa to Kanata (there goes my credibility out the window), I called Terry and asked if he would come by the "old" house and help me get the TR out of the deep freeze and transferred to his garage in Nepean. No problem, and with Terry's help, the sounds of summer were heard once again in my snow-covered backyard garage on Sunnyside Avenue. Terry led and Barry followed on that crisp, cool evening in December, over to a proper garage in Nepean. Hey guys, what a weird feeling driving the TR on a mid-winter's night, when all was calm except the TR exhaust note on Prince of Wales Drive as Christmas lights danced in my rear view mirror. Reminds me of a winter sleigh scene from the movie Dr. Chivago, except for that infernal blue haze that keeps obstructing my rear view mirror image. Other than my surrealistic impressions of the evening's adventure, the ride was uneventful.

Within a week, Terry had the engine out and, guess what, yours truly had not done the world's greatest engine rebuild job a la on-the-cheap over six years ago. We discovered five cracked oil or compression rings, one piston with two cracked rings, thus the cause of oil blow-by was exposed as the true villain of my "blue haze" apparition. Also, my figure of eight rings were leaking water into my sump causing a distinctive colour and consistency to my oil--not recommended. Also, my bearings on the crankshaft had been reversed thereby greatly reducing the lubrication which the crank had been receiving (I could have sworn I put them in right side up--but I do remember getting confused on one or two occasions during my rebuild efforts). As the post-mortem on my engine continued, the list of worn out and diseased parts continued. The whole cooling system had arteriosclerosis of the arteries, no wonder the engine kept over heating considering the

crud that was blocking most of the cooling chambers throughout the block. The muffler system was full of holes and the transmission splines were acting up due to worn out parts. So Terry started at one end and worked through to the other--rebuilding, replacing and restoring. My TR-3 became a permanent fixture in this garage for two to three months that winter. What's great about Terry's operation is that he will call around and find the best source for parts at the best prices. It really saved me money. For example, over \$200 was saved on a kit of undersized liners and oversized pistons by ordering from the Roadster Factory in Armagh, Pen., as opposed to their Canadian supplier Bits and Pieces. Also, Terry calls the customer on a regular basis and keeps you up to date on the rebuild with regular status reports. On more than one occasion, I would take the afternoon off from work, slip into my mechanic's uniform and help in the restoration by wire-brushing old parts and doing general clean up and repaint jobs. How many garages let the customer on the premises to help with hands-on restoration assistance.

As the rebuild continued, I am greatly in debt and I stress in debt to OVTC members who would "pop" in on their lunch hours to suggest additional modifications and alterations. How many times did I hear, "well, since you've gone this far, why don't you add (see \$\$) to your car". But, being a rather conservative guy, I needed that push to convince me to go the extra mile. For example, I had purchased, many years ago, two overdrive units from Greg Koffman and had always hoped to rebuild a good one and put it in the TR. Thanks to Juliano's insistence, I had Terry rebuild my overdrive unit and I sure don't regret the extra expense.

In the category of "how one thing leads to another" let me relate this to our members.

I decided to put on a twin Monza stainless steel exhaust system (yes, I know it's not original but I like a twin exhaust system). So, a new header pipe was required. This meant that the TR-3 starter motor was too long and had to be replaced with the shorter TR-4 starter, but this meant that the TR-3 flywheel would not mesh with the TR-4 starter gears, so a new TR-4 flywheel had to be installed--and so on and so on.

But, it was all worth it gang, especially this past summer when my TR-3's performance was startling compared to its former self. So let me conclude this dribbling dialogue by simply saying that our Club is fortunate to have among our members, an enthusiast like Terry Dale who, indeed, operates a business based on:

"GOOD, HONEST, OLD FASHIONED SERVICE"

