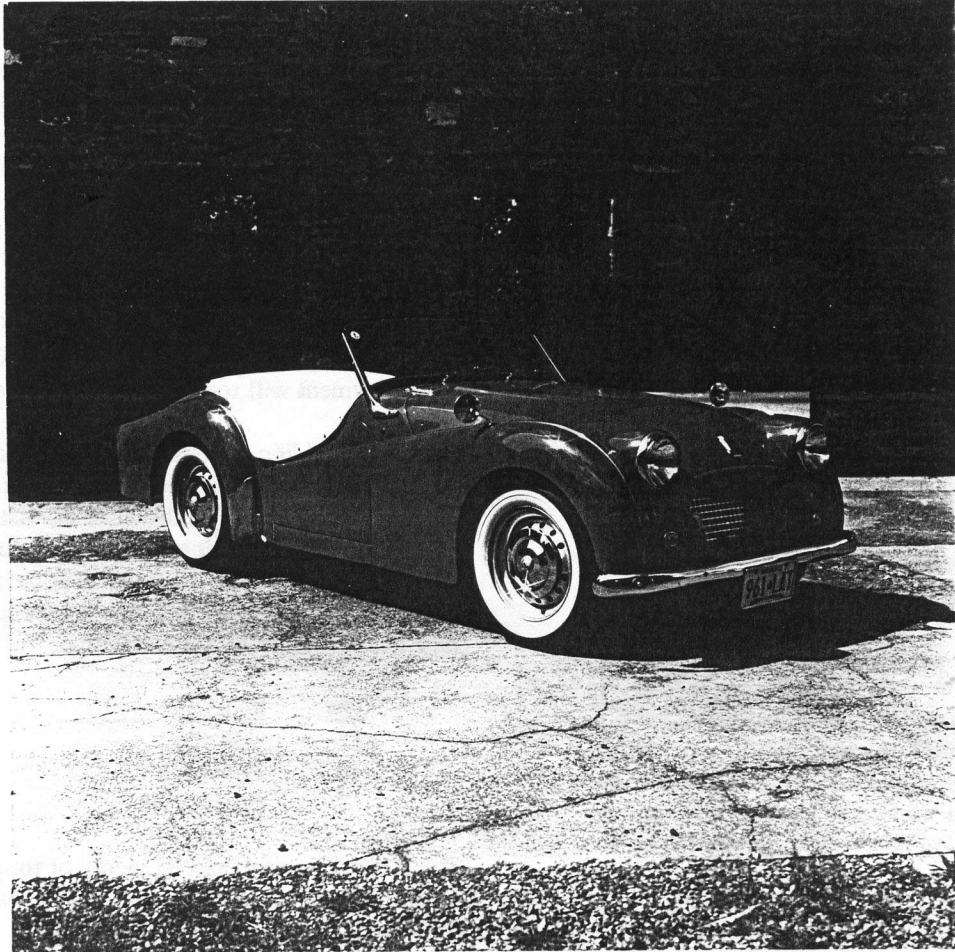




VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

March 1993



TR2 TURNS 40 !

In this Issue:

Paul Reatherford Remembered

Also:

Canadian Classic
Cornwall Can-Am



OTTAWA VALLEY TRIUMPH CLUB MARCH 1993

Editor's Babble:

Like the new artwork? The title and design for our cover page comes courtesy of Clive Law. 'Overdrive' seems a better title than, say, *Thrust Washer*, and after seeing recent examples of the *New England Triumph* issues, it was felt a little pizzazz was in order (not that style comes before substance, but I'll continue to try and maintain the content **within** the pages as always). Clive and I thought the TR2 was an ideal place to start with such a new design, both in respect of this being the 40th anniversary of that model and that both the TR2 and the new cover page are pathbreakers! I'm also presently experimenting with a different, 'Windows'-based word processor to add some snap to the old rag, but I may withhold any overly-elaborate designs in the event I resign my Editor's commission in the future (not immediate, anyway) to let someone else have some fun. The main thing is, of course, that you, our membership, continue to be informed as to what the Club is up to and with summer approaching (slowly, with over a metre of snow pack on the ground!) that we head into a great summer season of activities in '93. Cheers!

In Memorium ..

Clive called me at work a couple of weeks ago to pass along some tragic news he himself had heard from Terry Dale. Paul Reatherford, original OVTC member and past Editor of our newsletter, passed away suddenly at his home. I'm sure all of you who knew Paul are as saddened as I was to learn of this. Paul, having no family in the Ottawa area, was returned to **Barrie** to be laid to rest.

February 22nd Meeting:

Once again, following a problem with obtaining keys for the usual headquarters (perhaps it was the 25 cm. deluge of snow that day), the meeting again convened at the home of Juliano & Jane Benco, leaving their daughter Adina to quickly disperse all **her** friends who'd planned on partying that evening (just kidding!). Perhaps we should refer to Benco's as the **de facto** usual location, eh? Anyway, without too much ado, the people began to roll in, including Jeff Threader, who was moving along under his own steam rather well. As many of you know, Jeff broke his leg rather badly last December following a nasty spill on some ice at the end of his driveway (Juliano & Brian Mills visited Jeff in the hospital and presented him with a single-serving road salt treatment: a cupful of salt and a plastic spoon applicator). Jeff was joined by neighbour Malcolm Brown, making one of his rare visits to our hemisphere. With a total

attendance of roughly 25 (pretty good considering the inclement weather that evening), the meeting proceeded.

Regalia:

Pat Mills quickly moved to give us the latest on club regalia (so she could join Jane upstairs for a 'toddy'). As of the start of the meeting, 25 of 100 crests had been sold, which is not bad for 'off-peak' sales of any item. Remember the Prices: \$7.00 each, 2 for \$15.00, or 3 for \$20. As yet, no-one has bought crests 2 at a time (keen mathematical minds out there!)

Pat also is taking orders for OVTC watches, with the club crest on the watch face, at \$46.00 per unit. A \$25 down-payment will reserve you one of these goodies.

In addition, the decision was made to stock up on various OVTC summer wear for 1993, as our current inventory was virtually exhausted. Pat listed the prices for various items and, compared with their cost, we're offering a good deal this year on whatever item or items you may be interested in (not only that - you'll look good too!). Pat has thus placed orders for the following:

<u>Qty:</u>	<u>Item:</u>	<u>Price:</u>
15	Golf Shirt	\$20
10	Sweatshirt (L,XL)	\$22
12	Gatsby Hat	\$8

These should be in stock in plenty of time for the spring season (which shouldn't be too hard, considering the snow we've got to get rid of first!)

Brian Mills' Electrics Demonstration:

Brian Mills, our 'Cinderella Public Speaker' of the hour, provided the evenings' technical presentation. The topic for Brian this particular evening was his specialty, namely electricals. After a short while into the presentation, I was convinced that all British cars are lucky to even run, and TR6s more so! Brian's first focus was on batteries, and once again I began getting a 'doomsday' feeling: suffice it to say that many of us are now inclined to throw out our Motomaster battery chargers and simply take our batteries to Brian's place for charging on his commercial charger.

Following batteries, Brian moved on to starting motors, then to wiring, and finally to generators & alternators. Again we got a creepy feeling just thinking of

how far from home we travel in these British cars, all the while putting our faith in these (mainly Lucas) components. Brian **did** give many useful tips to best avoid catastrophes. Besides, it could be worse - we could be in MGs!

"Dr. Dale's Car Clinic":

Here once again with his offering on how to make a great car greater is Terry Dale. In this month's installment, Terry tells us how to rouse our beasts from their winter slumber...

Even as this is being written there doesn't seem to be much chance of it happening - tradition says Spring is close to appearing! Should that in fact happen then here are a few tips to reactivating your Triumphs.

First, give your battery a 24 hour trickle charge to ensure it is in a state of full charge, and reinstall it after cleaning both the terminals and posts to a shiny condition with a little sandpaper. After the terminals are on and tight, use a little spray paint on the terminals to prevent the hydrogen gas given off in the normal activity of the battery from starting one of those little green fireballs like you saw last fall!

Disconnect the white, or positive, wire to the coil and spin the engine over, only until the oil light goes off or the gauge starts to move. If the engine is struggling to turn over during this step, remove the plugs first.

Reattach the coil wire and start up the engine, letting it run at fast idle for a few minutes. The first 200-300 miles should be driven moderately, as if you were "breaking in" the engine, in case dampness or moisture crept in over the winter and caused rusting on the engine internals.

Your first oil change should be done within a month or 1,000 miles of startup, and should include a chassis lube and oil filter. Keep a close eye on all the fluid levels during this time in case a dried up seal is allowing fluid loss that may not have been there when you put it away last fall.

Remember to check all your tire pressures and give everything a good cleaning and waxing, and look under carpets, seats and the dash for dampness or "treasures" from any one of Nature's little critters.

*By the way, if we all close our eyes and wish **REAL HARD**, this snow **MIGHT** be gone by June!*

(Note: Terry tells me that he would rather write a piece responding to a particular query than on the fly, so please contact Terry or myself regarding something you would like to see addressed in future columns. Ed.)

4th Annual Ottawa Sportscar Fair, June 27th:

(We're still interested in hearing your ideas on a club display for this year's show. We can't let the Morgan club

win again with their tired old display, so let's hear from all of you!)

TTC Events: Spring & Summer 1993:

I've recently received some correspondence from the Toronto Triumph Club announcing their 1993 events, and I thought I'd take the opportunity to make special mention of them correspondingly. The first event is their **British Car and Sports Car 'Spring Fling'**, taking place Memorial Day weekend (May 28th-30th) at Simcoe, Ontario, which is roughly 450 km from Ottawa. Activities on Saturday include a 125 mile run in the morning, followed by Judging at Lynnwood Park in downtown Simcoe, and concluding with the awards banquet that evening. For further details, contact Robin Searle at (416) 727-7577.

The next big event in the TTC (and likewise Ontario) TR schedule is the **8th Annual Canadian Classic**. As mentioned in our last newsletter, this year's event takes place in the scenic wine region of southwestern Ontario, and is headquartered at the *Venture Inn*, Burlington-on-the-Lake. The themes for this year's Classic include (as taken from their brochure):

→A celebration of the 40th anniversary of the introduction of the TR2 Sports Car.

→driving, driving, driving! - enjoying our cars and the surrounding countryside in the Niagara Wine region.

I will have a copy of the brochure/registration with me at our upcoming meetings if anyone wishes further details. One important thing to note is that you must book with the hotel by **April,30** to receive the group rate!



British Car Council of Ontario:

Clive passed on to me the minutes of the first meeting of the British Car Council of Ontario (P.S. - the next meeting is to be held at the Jack Russell Pub, 27 Wellesley St., East, Toronto, at 12:00 noon, Sunday, March 28. If anyone can attend, please let Derek know A.S.A.P.). Matters such as inter-club coordination of events, newsletter exchanges, Ontario emissions regulations, insurance, as well as the overall purpose of the BCCO were discussed. For those interested in seeing the actual minutes, as well as the BCCO by-laws, can obtain them from me at future meetings.

OVTC/OMGC Sports Challenge

A tentative date of August 8 has been set as the date for the Triumph/MG sports challenge. Many of you will remember the trouncing we gave the MG Club at the sport of their choosing - and on their home turf!! I am sure that even more of you have admired the fine (?) trophy that we won and keep at the Benco's. This year it's our turn to select both the event and the venue.

In keeping with the British nature of both our cars, and last years athletic challenge (croquet), I would like to suggest a round robin of darts. The tournament would be held at a local pub, and I'm sure we can get some promotional stuff from the publican, a brewery and some local car part suppliers to make this a fun time for all. Please let Juliano know what your thoughts or suggestions are, Clive will organise the event and each club should try to field at least three teams of four players.

Valley Rally

Clive has been toying with the idea of the OVTC organising a rally that combines elements from several of the different rallies held locally. Many of us have attended fun rallies where we try to get the right answer to a question, such answer normally found en route. Other rallies have been time-and-speed events and others have been nothing more than a pleasant Sunday drive with the wife and kiddies.

Clive's idea is a combination of the above, with different sections of the rally consisting of different requirements. Winners would be based on individual standings for each component of the rally and their would be one overall winner for the entire event. This kind of outing requires a lot of organisation, but more importantly it also requires a lot of manpower, in the shape of timers, judges, checkpoints etc... As this kind of rally would be too big for just our club to participate, it is suggested that we invite all other car clubs and charge a fee to cover costs such as signs, trophies, dash plaque etc... The best time for this may be in the Fall and maybe we can integrate it into the Boot'n'Bonnet run? Any suggestions - Call Clive.

Model Citizen

Juliano has spent the Winter building a TR7 and a TR3 in his basement and both of them fit on his workbench at the same time, Clive has repainted his TR6 three times but still leaves his thumb print on the bonnet, while Steve still hasn't reported any progress on his Spitfire since he laid out all the parts on the floor.

For those of you who can't wait until Summer to play with the toy in the garage, you may be interested in knowing that just about all of the postwar Triumphs have been made available in scaled down versions. Clive was fortunate enough to pick up a Herald sedan in blue and white at a recent toy show. Although most are available in 1/43rd scale, many come in other, larger sizes. Well-known companies such as Dinky and Vitesse have TR's in their current catalogues. Watch for more information on model Triumphs in future issues of *Overdrive*.

(A Final Note: Many thanks to all of you who have submitted cartoons, clippings, etc. Trust me, I haven't lost them. This issue just happened to come out with no suitable gaps with which to insert all of them. Fear not! They are not lost!! J.D.)

WANTED

The OVTC newsletter, *OVERDRIVE*, needs your input. If you have any insight to our cars that you can share with the club, have a technical tip, found a relevant cartoon, or you wish to write about an event you attended, please do so. Submit all material to John Day.

Calendar of Events -- 1993 Season

April:

Sunday, April 18th:
Ancaster British Sportscar Flea Market & Car Show

May:

Friday, 14th - Sunday, 16th:
Carlisle Import & Car Show, Carlisle, PA.

Saturday, 22nd - Sunday, 23rd:
Can-Am 1993 Auto Spectacular, Cornwall, Ont. (Andrew Grant)

Friday, 28th - Sunday, 30th:
British Sportscar Spring Fling, Simcoe, Ont. (TTC)

June:

Saturday, 5th:
Ottawa Jaguar Club Concours, Andrew Haydon Park

Saturday, 19th - Sunday, 20th:
Prince Edward County Tour (Rally) & Picnic, Picton, Ont. (B&B)

Sunday, 27th:
Ottawa Classic Sportscar Show, Richmond, Ont. (Sporting Classics)

July:

Sunday, 4th:
Vintage Memoirs Car Races, Shannonville, Ont.

Thursday, 29th - Sunday, August 1:
The 8th Annual Canadian Classic, Burlington (TTC)

August:

Sunday, 8th:
OVTC / OMGC Sports Challenge (Tentative)

Saturday, 14th - Sunday, 15th:
Roadster Factory Summer Picnic, Armagh, PA.

Saturday, 14th - Sunday, 15th:
Boot'n'Bonnet British Car Day, Grass Creek Park, Kingston, Ont.

September:

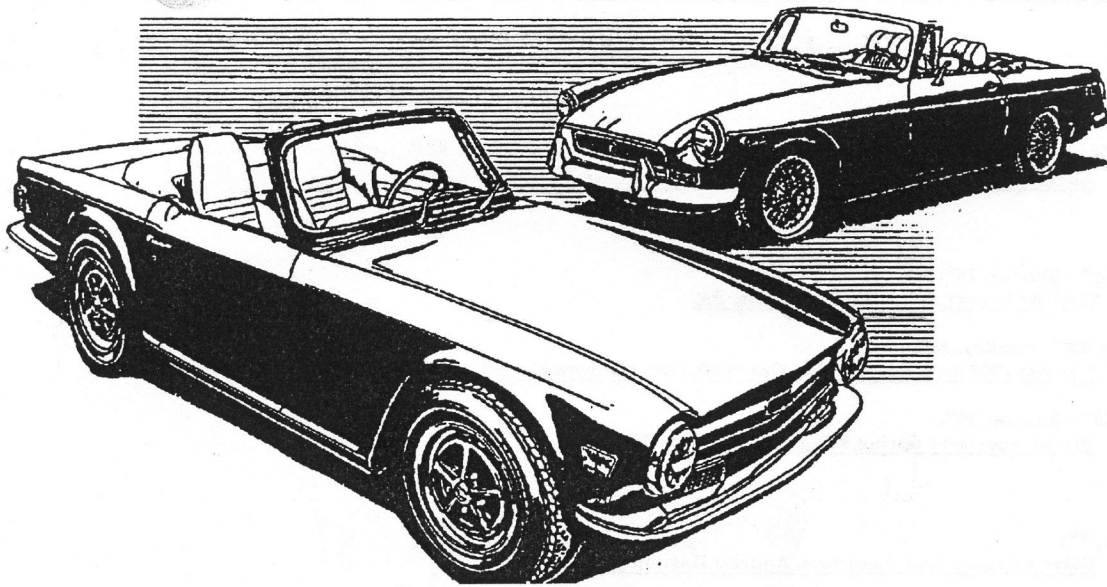
Friday, 17th - Sunday, 19th:
British Invasion - Stowe, Vt.

Sunday, 19th:
10th Annual British Car Day, Bronte Creek (TTC)

October:

Saturday, 2nd - Sunday, 3rd:
Renfrew County Fun Rally (Colin McCallum, OVTC)

(Other future events to be announced as they arise)



Triumph Club and MG Club Sports Challenge - 8 August 1993.



OTTAWA VALLEY TRIUMPH CLUB
95 Chippewa Avenue,
Ottawa, Ontario,
K2G 1Y3

Pat & Brian MILLS
53 Etterick Cres.,
NEPEAN
ONTARIO
K2J 1E9

93/06

GOOD, HONEST, OLD-FASHIONED SERVICE AT

TERRY DALE'S

The Old Car Factory

24 BENTLEY AVENUE, NEPEAN, ONTARIO K2E 6T8

PHONE / FAX 613-224-6913

PARTS AND SERVICE TO BRITISH CARS

- Extensive new and used parts inventory
- Over 30 Years Experience
- Ex-British Leyland Service Manager / Mechanic

AUSTIN / MORRIS

MG TRIUMPH

JAGUAR

LANDROVER

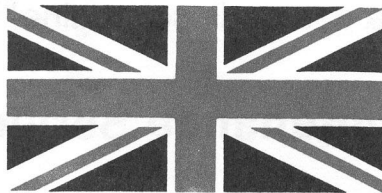
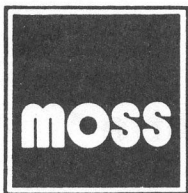
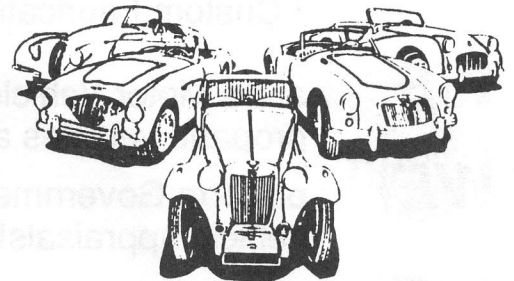
SUNBEAM

Constructors of award winning Arizona MGB's as detailed in "Sporting Classics and Auto Restoration Magazine".

FULL MECHANICAL REPAIR AND PARTS FOR NORTH AMERICAN CARS FROM THE 50'S TO THE 90'S.

AUTHORIZED DISTRIBUTORS FOR:

- * DOUBLE S STAINLESS STEEL EXHAUST SYSTEMS
- * INTERSTATE BATTERIES
- * JAGER RACE PRODUCTS
- * PYROTECT SAFETY EQUIPMENT



BRITISH CAR PARTS



AUTHORIZED DISTRIBUTOR



USE THIS COUPON ON ANY PURCHASE
BETWEEN \$50.00 AND \$150.00 AT

TERRY DALE'S

The Old Car Factory



VEHICLE YEAR / MAKE _____

NAME _____

ADDRESS _____

CITY _____ P.C. _____ PHONE _____

No cash value. Valid until Dec. 31, 1993. May not be used with any other discounts, coupons or promotions.

GOOD, HONEST, OLD-FASHIONED SERVICE AT

TERRY DALE'S

The Old Car Factory

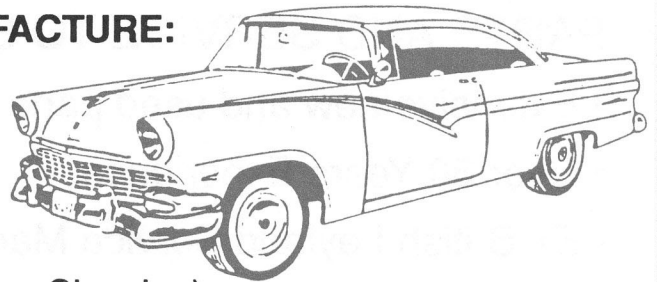
24 BENTLEY AVENUE, NEPEAN, ONTARIO K2E 6T8

PHONE / FAX 613-224-6913

WE

REPAIR, REBUILD OR REMANUFACTURE:

- Engines
- Transmissions
- Steering Boxes / Racks
- Differentials
- Brake / Clutch Hydraulics (Stainless Sleeving)
- Custom Fabrication and Design



WE

are a Motor Vehicle Inspection Station for Licence Transfer including propane vehicles and motorcycles!

WE

perform Government and Insurance Company recognized vehicle appraisals!

WE

have fully licenced mechanics, full-time, year-round!

WE

Can and will fix Anything with a gas or diesel engine!

*** Authorized PHH Fleet Maintenance Service Centre ***

**USE THIS COUPON ON ANY PURCHASE
OVER \$150.00 AT**



TERRY DALE'S

The Old Car Factory



VEHICLE YEAR / MAKE _____

NAME _____

ADDRESS _____

CITY _____ P.C. _____ PHONE _____

No cash value. Valid until Dec. 31, 1993. May not be used with any other discounts, coupons or promotions.