



VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

May 1993



In this Issue:

Conwall Can-Am Convoy
Richmond Sports Car Show

Also:

Terry's Technical Tips
(a treasure trove of tonics
for your troublesome Triumph)

The Ottawa Valley Triumph Club publishes *Overdrive* monthly and distributes it to all members, in addition copies are exchanged with other clubs. Articles of general interest to the membership are welcome and should be sent to the Editor. Advertising is welcome and rates are available from the Editor.

The current Executive consists of;

Derek Holbeche
President
1-267-6676

Steve Challinor
Vice-President
837-9317

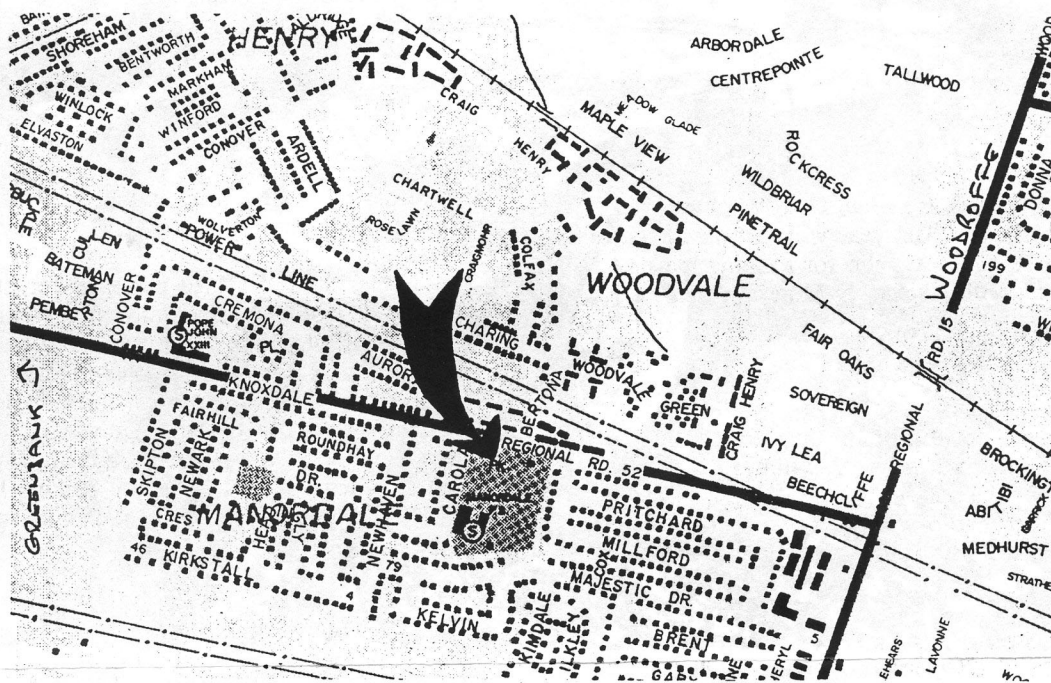
John Day
Secretary
723-9876

Jane Benco
Treasurer
727-8113

Juliano Benco
Special Events
727-8113

Pat Mills
Regalia
825-1698

Membership
Dave Huddleson
822-1315



The OVTC meets the fourth Monday of every month, at 7:30 PM. The club meets at the Manordale Community Centre, Knoxdale Road at Carolla (see map). Meetings include technical seminars, video presentations, general discussion, restoration techniques and more. In addition, the club hosts an annual Christmas party and other social events, as well the club participates in interclub events.

Membership is open to all individuals and companies interested in Triumph Sports Cars, their enjoyment and their preservation. Membership is \$30.00 per year for a household and \$60.00 per year for Corporate members.



OTTAWA VALLEY TRIUMPH CLUB MAY 1993

Editor's Babble:

Ahhhh!!! That's more like it. Warm weather is finally here, and Triumphs are on the roads again! I am also pleased to report that through the diligence of one Juliano Benco, my '76 TR6 will soon (sooner than I thought, that is!) be among them, after its 10-year hiatus. After tossing around the notion of a body-off restoration job (after all, one doesn't want to have to restore the same car twice), Juliano convinced me that my car really **didn't** need that drastic a job, and pushed me further by saying he was coming over the next night to start. In fact, both Juliano and Martin Harasek showed up, ready to go to town on it (thanks are also due to Martin for his efforts that night!). At the time of writing this article, my car is resting on stands in the garage, stripped of all panels except doors, with all undercoating scraped from the inner body panels. The engine bay has been cleaned to look as if it were just painted, and the radiator has been flushed, pressure-tested and repainted. Only minor work now remains before the car goes off to **Milano Auto Body** for painting in its original *Russet Brown* factory colour. The factory hardtop I picked up last year will also be attended to by Milano. Thanks again to Julio for pushing me on where even Lori met with resistance. More about the car's progress in future issues.

New Members:

In what has become a promising trend, please welcome our latest corporate member: **Milano Auto Body**. Milano did a dandy paint job on Mike Stapleton's black TR3A over the winter, and will soon be doing the same in brown for my TR6, so members can see first hand their craftsmanship.

Please welcome also as members Denny and Cheryl Bird, with their TR6. Denny is new to Ottawa, and Canada for that matter, as he is a member of the U.S. military. Denny and Cheryl are taking to the OVTC like ducks to water, however, as they already took part in our first fun run this season! I must admit, red 'diplomat' plates do have a certain flair on a TR6!

April 26th Meeting:

The April meeting was awash in special events and presentations. Firstly, Ron Burton of Krown Rust Control was on hand with a video demonstration of the Krown System, which demonstrated the methodology behind Krown rust control as opposed to other companies.

Ron was willing to offer a **10% discount** to valid OVTC members who wished to obtain Krown for their vehicle, Triumph or not! For those wishing to talk to Ron further about this offer, please contact him at: (613) 284-2601 (Smith's Falls). Ron also said that for sufficient numbers of cars, say 5 or more, the Krown mobile unit could come to them! Now, that's service!

The second demonstration (also featuring a video) was from Dean Gendron, of Quorum International. Dean markets automobile theft prevention devices such as "the Immobilizer", and as shown in the videotape, professional car thieves are not easily discouraged, even when the car has theft devices on board.

Dean states the his product, the **Immobilizer**, which randomly disables major electrical systems within the car (or the single system on TR3s!), is difficult if not impossible for thieves to override, making the car unusable. People with any questions regarding Dean's products can contact him at (613) 825-0257 (Nepean). Terry Dale is an authorized installer for these products, so he too can help with any queries.

Our third and final presenter for the evening (alas, without a video) was Mike Anderson from the Ottawa MotorSport Club. Mike gave us all the lowdown on what an **Autocross** is all about, and how the OMC puts theirs on. Mike said the usual location for the Club's Autocross events is in Lot 6 of Carleton University (the northernmost parking lot on the campus). He said Sunday shopping has made it difficult to find an empty parking lot of sufficient size any more, so the majority of this seasons' races will be at Lot 6.

Winner of the April Raffle:

As mentioned in the last newsletter, Terry Dale's **OLD CAR FACTORY** graciously donated a hooded Triumph sweatshirt (approx. value, \$50!) for the night's draw (which helps to explain the overflow attendance figure of 33 people!). At \$2 per ticket, emotions ran high to see who would be the lucky, well-attired Triumph owner would be. As it turned out, **Jeff Threader** held the lucky winning ticket (of course, Jeff **had** to win - he broke his leg for good luck last December!). The OVTC was a winner, too, with over \$50 going into the coffers. Thanks again to Terry Dale and The Old Car Factory for making the April Draw such a success!

Don't forget - there will be a raffle of some item at all future meetings, so come on out and try your luck!

Regalia:

Jeff may now be all decked out in some spiffy TR duds, but don't the rest of you worry - our summer stock of Golf shirts and Sweaters have now arrived, so you all will be able to sport the Ottawa Valley Triumph crest with pride. Don't forget about all the smaller items - Gatsby hats, embroidered OVTC crests, window decals, etc. Pat Mills has it all!

New Stowe Information:

Just last week I received a club information package from the *British Invasion* in Stowe, Vermont. The package contained a great deal of information about the upcoming meet. More will be said at the May meeting, but to wet your appetite, this year's event will include the *British Brigade* - over 400 colonial troops and followers encamped on the grounds surrounding the Concours area. Also new to the show in '93 will be the Rolls-Royce half-track from the film *Lawrence of Arabia*. The Autojumble will also be expanded for this year's show (Juliano already has his trunk rack now, but maybe there'll be something else interesting to be had).

The Stowe package included a Club questionnaire, to let us provide some input on this year's meet. Such things as a shuttle to and from the Polo grounds have already been mentioned. Others can be discussed at the meeting before I return the questionnaire.

I've also called the 'Yodler' motel to request room prices and availability for this September, asking that as many rooms as possible be grouped together along the lower motel side. They said they'd put an information package together and send it out to me right away. By booking through the OVTC name, we can make these arrangements as neatly as possible. I mentioned that we would be requiring 8-10 rooms of various sizes (since some families require full rooms to themselves, whilst other couples pair up), so all this info will be on its way (possibly in time for the May meeting). The Yodler was an ideal place to stay last year, as it offered reasonable prices with central location just a short walk from the meet HQ. The front yard offers a great view to observe the parade of cars throughout the weekend, as well.

Stowe Committee:

To ensure that our activities at Stowe run smoothly this year, it's been mentioned that a committee be formed to oversee the arrangements. Volunteers will be welcomed, or conscripted, whichever the case may be. With all the British car visitors in the village of Stowe that weekend, dining arrangements are perhaps the second most crucial item needing attention. Perhaps the Yodler

might offer an OVTC package breakfast deal if requested - these sorts of things are best investigated and planned in advance, to ensure we have the best time of any group at Stowe.

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"Dr. Dale's Car Clinic":

Unfortunately, despite the news to the contrary on the cover, we're afraid that there will not be a column from "Dr." Dale, as racing season has arrived this year as well, and Terry's commitments as President of the Ottawa MotorSports Club (as well as his numerous other official functions) make it impossible to have a column this month. Terry will return for the next newsletter, however.

Autocross - May 1-2:

The Autocross mentioned in last month's newsletter took place on May 1-2. The Saturday session involved classroom instruction from the Motorsport Club on what actually is required of both man and machine during an autocross event.

The autocross action took place on Sunday, May 2nd. Steve Lashley and his TR7 convertible was the only OVTC car to participate. Nonetheless, Steve did quite well, thank you (he claimed he could've done better with father Joe's TR8, but Joe wouldn't take the bait). A wide variety of cars took part in the event, from a Lotus 7 and a pair of Porsche 944's to a Chev Caprice!! There's something for everyone at this event.

Fun Runs '93:

To date, we've had two fun runs in 1993, and thanks to some terrific weather, attendance has been good, in the 8-9 car range. The first trip took us all to the Ashton Pub (I caught a lift there with Dave Snasdell-Taylor in his TR3A and came back to town with Martin ("red-line") Harasek. After some time at the Pub, we drove a short distance to the home of Alan & Marie Manship. The Manships are considering a BBQ for the club at their

home this summer, and there's plenty of room. We'll keep you posted.

The second trip took the group to Merrickville (I was at home in Belleville - that explains why they didn't go to Ashton again!). Once again, the weather that Sunday was ideal for top-down motoring. I hope we don't use up all the good weather early on, though!

OVTC Grille Badges:

Clive Law has been looking into getting a small run of OVTC grille badges made up for the members. He wishes to announce that he has found a firm willing to produce grille badges with the following specifications: the badges will be available in either alloy or bronze, with a cast image of the OVTC insignia. The badge will be 4" in diameter, and come with the necessary mounting hardware. The price (at this moment) is \$60, but may come down if interest is high enough. The firm Clive found to make the badges wishes to be assured of its costs and revenues, so it doesn't wish to design and cast a badge for 2 or 3 people. At this point, Clive is handling the orders, so anyone who is **firm** in committing to a purchase may place their order with Clive at 820-7350. The club may also buy a few of these, because they would make excellent awards or trophies at any inter-club events, to spark other people's interest in TR's and the OVTC. This will be discussed further at the May meeting.

Upcoming Auto Events:

Can-Am Auto Spectacular - Cornwall. - This'll be short notice, but if you haven't already planned to attend, take a drive down to Cornwall the Saturday and/or Sunday (May 22-23) to this show. The brainchild of Andrew Grant, the Can-Am may be new this year, but its timing and location near the U.S. border promise to make it worth catching as auto show season starts.

Prince Edward County Tour & Picnic - As a Belleville boy, I can guarantee that the County is a terrific area for touring, and this event provides an ideal low-cost way to see what I mean. For more details, contact Juliano Benco at 727-8113.

Ottawa Classic Sportscar Show - Richmond. - This event, hosted by **Sporting Classics and Auto Restoration**, has been a favourite for local enthusiasts since it began a couple of years ago. As the event will be out of doors, local clubs are permitted larger (25' by 25') display areas. Also, Parking for vehicles of each marque (up to 30 vehicles) is available near their display. John Carr recently informed me that the Richmond Legion will be putting on a beer and BBQ tent! In addition, automotive artist **Douglas Short** will be featuring his automotive renderings (his "Cobras in the Mist" was featured on the art page of **Sporting Classics**. See you there in Richmond this year! (See the advertisement in this month's issue.)

Shannonville Motorsport Park Track:

Juliano also called to inform me of the following interesting proposition he heard from Joe Lightfoot of B'n'B. Friday, June 18th, from 5:30 to dusk, **Shannonville Motorsport Park** outside Belleville will be opening its doors (namely, its track!) to the motoring public. That is, for those who are willing to pay \$\$ for the privilege. The rates are \$30 for 10 laps of the circuit, or \$100 for 50 laps. Each lap is treated as a voucher, so if 5 people wanted to split the \$100 fee, each would get 10 laps for \$20. A perfect way, I'd say, to get the carbon out, and to see just where the route goes when it disappears into the trees at Shannonville! This is the night before the Prince Edward Co. tour, so it isn't out of anyone's way. The only requirement is that each driver wear a regulation helmet. For more information, contact Juliano at 727-8113 or Joe Lightfoot of the Boot'n'Bonnet Club at (613) 476-4111.

Technical Feature:

This article on restorations facts comes from the December 1991 issue of *Classic Auto Restorer* magazine:

RULES TO RESTORE BY

One bearing ball, explained my friend Allan, will always roll under the heaviest, lowest work bench in the garage, any time ball bearings are removed. It is a law of the universe, he explained, as irrevocable as the law of gravity. If Isaac Newton had used ball bearings, he would have come to the same conclusion.

Similarly, anything dropped when you are working under the hood will fall into one of two locations. Either it will land directly under the middle of the car, where it takes the most effort to reach it, or else it will fall somewhere around the engine where it will never be seen again. (If you are working underneath, the part you drop will invariably land on your face or another tender part of your anatomy.)

Old cars lend themselves to certain truisms because they have been around a long time and we all have had enough experience with different ones that it is impossible not to notice similarities. Everyone knows that bringing along a spare part will keep the working part from breaking. It is the time that you don't bring along extra water that your car overheats. Fan belts only break after you throw away the old one you kept as a spare. A flat tire can be assured by leaving home a spare tire, but leaving the jack only increases the chances of a flat one-tenth as much, perhaps because of the additional frustration of having the spare tire along but no way to mount it.

Easy-to-reach parts rarely (or never) fail. Problems develop first - and most often - in areas that require extensive disassembly of other pieces (invariably

with a tool you never could afford). In other words, if you can see it, and your \$2.98 box-end fits it perfectly, it will never, ever, break.

Preparation for car shows or races involves its own laws of retribution. The one lamp not checked before a concours will be the one that doesn't work. Likewise, that which you have been unable to restore on your car will be what the judge will notice first.

People who race are always in a panic the night before a race finishing all the last-minute details on their cars. This appears to be disorderly and confused until you see the people in the pits who weren't up all night before the race. Theirs are the first cars to retire. I haven't entirely worked out the language of the Law of Race Preparedness. It should be something like, "The likelihood of having a mechanical failure during a race is inversely proportional to the amount of time not spent working on the car immediately prior to the race."

You've heard of the Law of the Jungle. There is also the Law of the Scrapyard, which describes the problems of finding the parts you need in your efforts to cannibalize other old cars. Any vital part found in a wrecking yard will be from the wrong year car. Parts from the correct year car will be damaged beyond use. However, you will not discover how these parts are damaged until you have bought the parts and got them home.

I know this last one is true. As proof, I went through more than a dozen heads from a Y-block Ford V-8 one summer, trying to find a matched set that weren't cracked between the centre two cylinders. Every part of the Law of the Junkyard applied to this search. There were no series A heads for the 239-inch ohv engine. When I bought a matched set of later series heads, one was cracked. The next set, from a different series, also had a crack in one head. The two heads that ended up on the truck at least had the same size spark plug holes and the same valve sizes, even if the port shapes were different. Ran perfectly when I got it all together.

Maybe there should be a rule that explains why the part that fails is not the part you expected to fail. Conversely, people will repair what doesn't need fixing. Who knows how many valve jobs have failed to improve problems caused by bad spark plug wires? Let's call that one Marelli's Law of Electrified Compression.

Dupont's Theory of Fluid Flow would declare that any time you are spraying paint and have built a surface that is closer to perfect than you've ever gotten before, a run will develop on that painted surface the second you have quit painting and cleaned up your equipment.

The automotive version of Ohm's Law would be very different from what you learned in high school

physics class. It's not whether $V=IR$ but that electrical problems increase proportionately with both the age of a car and with its complexity. Also, it's possible for electrical gremlins to persist even when all components in a system have been replaced. Therefore, Ohm's Automotive Law of Electrons should state: "Automotive electrical problems are not required to conform to any known laws of the universe and may be immune from any kind of repair."

An endless collection of rules could be written about tools. The tool you need is always the one at the bottom of a bin, if you keep your tools stuffed into a large container. Even if you have your tools carefully organized in a cabinet with lots of drawers, the tool you want will always be in the last drawer opened. We'll call that (with appropriate apologies) the Snap-On Law of Organization.

New cars need tools you don't have. Therefore, the newer the car you work on, the more new tools you need to fix it. The people who make tools are, this very instant, designing diabolical new kinds of fasteners that can't be used with our SAE, metric, Whitworth, hex-head, Torx, Pozidriv, or Scrolux drivers. The new tools will cost more than the old ones.

Tools sometimes get lost. This is always temporary. Sears' Law of Discovery says that a lost tool will be found after you buy a replacement.

Finally, the more generic a part is, the less likely it is to fail. Conversely, if your car has just one single part on it that was only used on one model for one production run, and that part was manufactured at great expense by elves in a country that has since endured some sort of revolution, guess which part you are going to need?
-- Steve Kimball

FOR SALE:

Terry Dale has the following items on special:

- A TR 2-4 valve cover. Reg. \$159.⁰⁰ Special \$134.⁰⁰
- A Lucas Ring Mirror (on the early TR's). \$34.⁰⁰
- Lucas Point set. Reg. \$7.⁰⁰ Special \$5.⁰⁰

Automobiles:

1971 GT6. Asking \$1,500.⁰⁰

Contact: Jeff Dodds (potential member)
Phone: (H) 731-4809
(W) 521-5577

1972 TR6. Asking \$2,500.⁰⁰

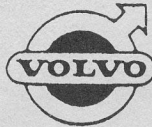
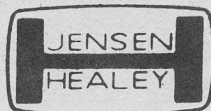
→ 75,000 miles, new engine, clutch, interior, rad.
Body fair. Last owner 8 years.

Contact: Steve Quesnelle
834-1916

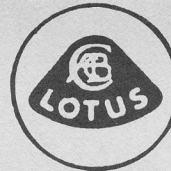
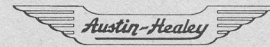
4th Annual
Ottawa Classic Sportscar Show



Ferrari



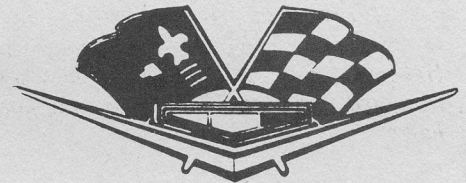
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June 27, 1993
10:00 am to 4:00 pm

Vendor Sales/promotion:

Parts, restoration services, books, art, models, regalia, specialty car sales.

Private Flea Market:

Used car parts for sale. Spaces \$10 each, please register before 9:00 am at show.

Club Displays:

Meet local club members and see their best cars!

Sportscar Corral:

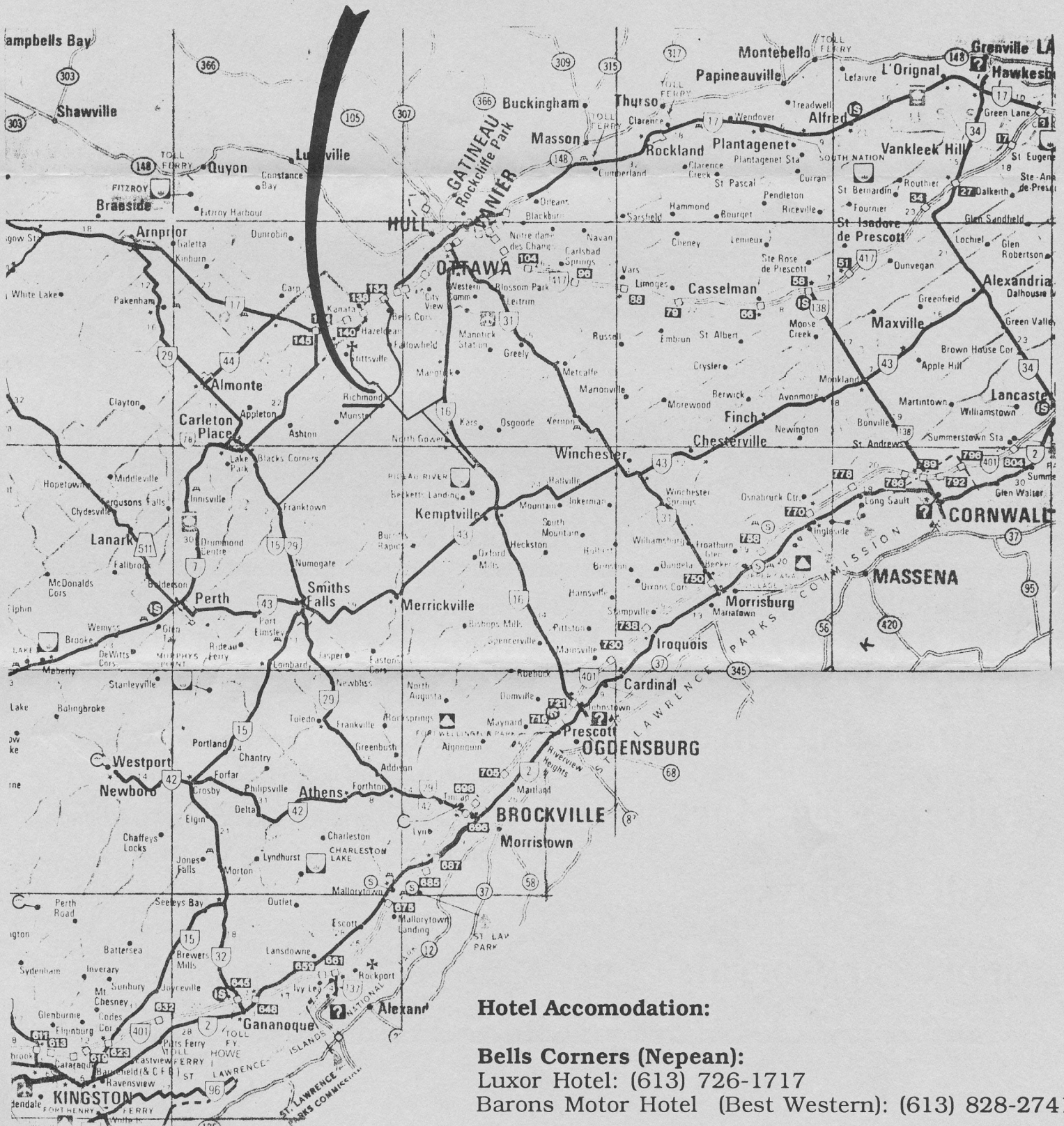
Park your sportscar in the corral for show, shine, or sale.

Directions:

From Ottawa: Take 417/Queensway west, exit Moodie Drive south. Follow Moodie Drive through Bells Corners and continue straight on Richmond Road to Richmond.

From Montreal: Take 417 to Ottawa. Continue through Ottawa and exit on Moodie Drive south. Follow Moodie Drive through Bells Corners and continue straight on Richmond Road to Richmond.

From Kingston/Toronto: Exit 401 at Hwy 15. Follow Hwy 15 through Smiths Falls to village of Franktown. Turn right immediately after Franktown and follow to Richmond.



Hotel Accomodation:

Bells Corners (Nepean):

Luxor Hotel: (613) 726-1717

Barons Motor Hotel (Best Western): (613) 828-2741