

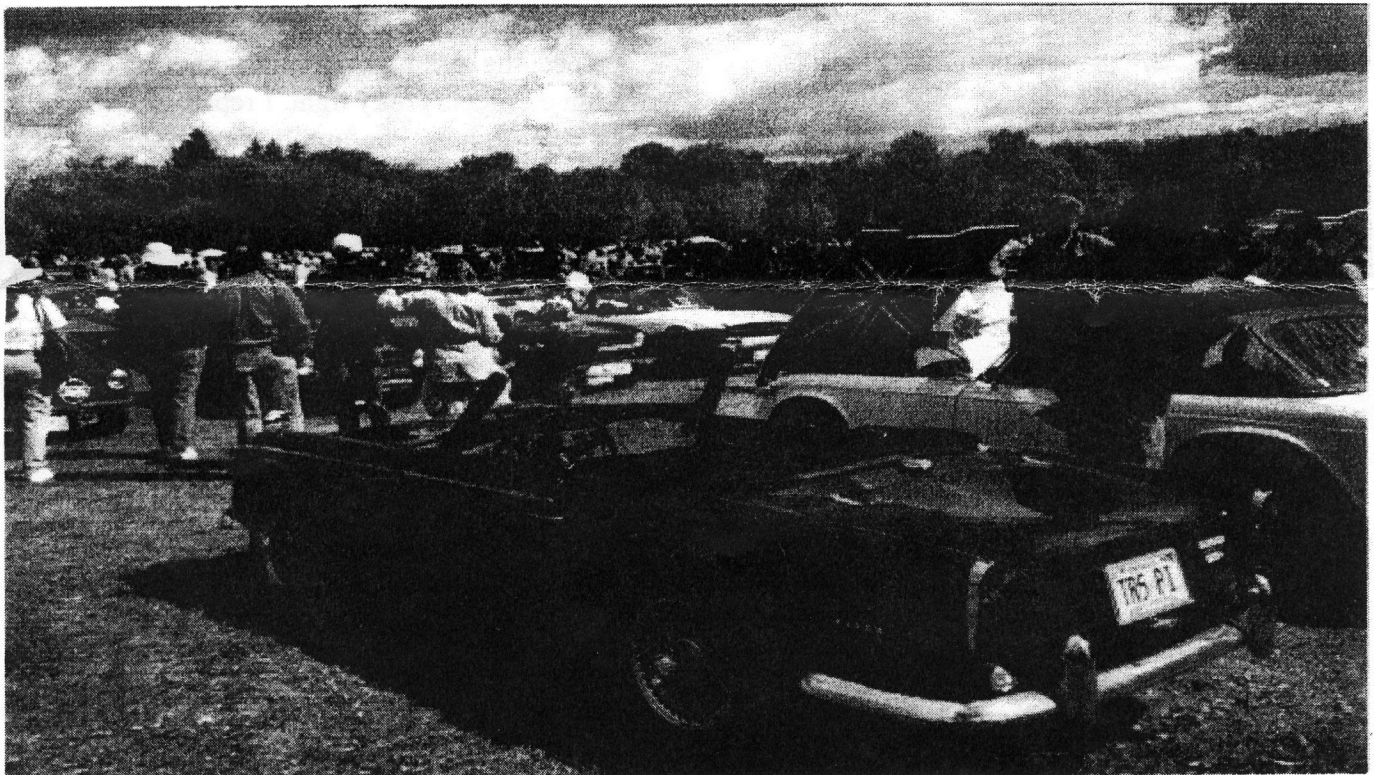


# VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

April, 1995

## A '5 Alive' at Last Year's Bronte!



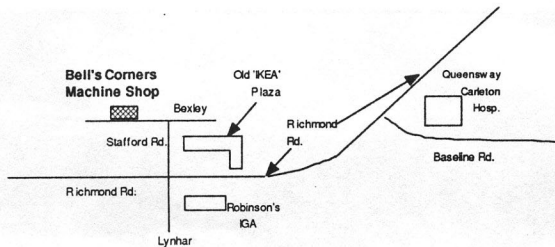
### *In This Issue:*

- *April meeting in Bell's Corners - see inside!*
- *OVTC drives the Info. Highway*
- *"OIL DRIPS"*

Cover: Yet another of the cars from last year's Bronte show - an honest-to-goodness TR5 (check the licence - 'TR5 PI'). Now THAT's horsepower!

**IMPORTANT!! - April meeting location:**

The April meeting of the OVTC will be held at **Bell's Corners Automotive Machine Shop**, 34 Stafford Rd., Nepean (see map below) at **6:30 p.m. sharp!** This tour was given several years ago (before my time), and was quite good - this is a must-see. For quotes on various procedures, you could probably check with M.C. (ha,ha).



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**Editor's Note:** (Julio) - Well folks - here we are into April - the month where winter burdens (boots, heavy coats, snowblowers) are put away. Ahhh, Spring - the days getting longer, flowers springing up, birds are singing, winds are blowing -25°C., snow is still falling - yes, April is a great month! Cheer up - warmer weather is just around the corner and we will soon be able to enjoy driving our TRs with the top down!

**Editor's Note:** (John) - O.K. - I've had just about enough of this - the wind chill this morning (April 5) was -31° C. Now come on - I washed the cars on the weekend, cleaned up a bit of the yard & garden - you know - 'spring' things. How on earth can I expect to think sports car season has arrived when it does this? At any rate, I haven't taken care of my valve spring problem yet - the TR goes in next week for that and the rocker assembly replacement.

I took the rear springs off the parts car last weekend also. I swapped those springs for the ones on the good car and they helped a bit, but I'm likely not done yet! There's not much left of the ol' beast now - the rear end is gone, and I'm about to tackle the front end. I suspect the trunnions are fairly new, as the front end feels pretty tight. I replaced mine 12 years ago, just before it went off the road, but we all know how fast those lumps of brass can wear out. Yet more parts to fill the basement shelves!

**Modern Technology:**

You'll notice this month that the cover photo and business cards no longer have that 'photocopied' look. I now have access to a high-quality digital scanner at work, so I can now insert these items directly into the newsletter instead of 'cutting and pasting' as I have in the past. Looks a lot better, eh?

I also have an INTERNET address, if any members similarly equipped wish to contact me. It is: JOHN.DAY@FIN.X400.GC.CA. Government employees among us can also access me (and vice versa) through the X.400 Gateway. I recently had to E-mail Roly Mailloux's March copy of the newsletter to him as the printed copy was returned for insufficient postage (funny, since it's the same thing I always send). Roly reports back that although I use Microsoft 'Word' and he

uses 'WordPerfect', he was able to read the copy in o.k.

In fact, if any of you who are on either Internet or X.400 wish to receive your copy of the newsletter electronically, just let me know. You would get your copy as soon as I finished it, and this would help to reduce our postage costs as well. Thanks!

Malcolm Brown, local 'cyber-punk' has also been "surfing the 'net", and has uncovered the following neat little tidbits:

- The 'Scions of Lucas' British Car marque pages;
- J.B.'s Triumphant TR6 Web Page (no relation to our own 'J.B.');
- The 'World Wide Wedge' for TR7 and TR8 (an acronym for the 'World-wide-web' Internet term).

I have access to the full Internet through a neighbour's machine at work, so I'll be looking into more of what's available for future issues. Anyone else in the club with Internet access (and I know a couple) can contact Malcolm by E-mail for more info. His address is: [malcolmb@bnr.ca](mailto:malcolmb@bnr.ca).

### March 27<sup>th</sup> Meeting:

The March meeting was held on a chilly but otherwise clear night. Granted, it's still a bit early for cars to be coming out (especially those in commercial storage), and there was not the advance billing of the February meeting at Milano's, but I thought more people would have been there. As it was, there was perhaps 20 who turned out (including the dedicated Perth car pool of Bruce, Hugh and Derek). I'm sure there'll be more as things warm up and things begin to happen. Hibernation affects more than just bears and other mammals - it hits TR owners, too!



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### "1<sup>st</sup> out in '95" Award - Meeting category

Dave Huddleson won the "first TR out to a meeting" award for the 1995 season, in his TR8 coupe. While the night was cool, the roads were dry and at least a couple of cars were expected. Congratulations to Dave for going for it so early in the season.

### "Triumph World" Magazine:

Dave Huddleson also had with him an advance copy of *Triumph World* magazine, due to hit store shelves in a few weeks. The magazine certainly appeared to offer an abundance of Triumph words and text, but the cost for such a specific focus seems to be high: a 1-year subscription (6 issues) of *Triumph World* is set at \$43 U.S. (roughly \$65 Cdn.). That's a pretty steep price for a magazine (granted, other U.K. magazines are close to that at the newsstands). It'll remain to be seen what the newsstand price will be, but who among us cannot say that they haven't parted with a few extra coins when it comes to things Triumph-related?

### TR Register Membership information:

A couple of weeks back, I decided to write to the TR Register in England, to inquire as to membership fees, club affiliation, and so on. In due course, I received a package of TR Register information brochures, membership applications and regalia catalogues. I also received a very nice letter from their overseas coordinator, John Soffe. John himself began 16 years ago by restoring a TR6, then buying a TR4 which he then sold to a U.S. serviceman



wanting a rhd car, before ending up with his present pair of TRs - a TR3A and a 'long door' TR2 (Julio says he worked in the right direction). John said that for the OVTC to be affiliated with the TR Register, all that is needed is for at least one OVTC member to join the Register, and to provide a contact name for club information exchanges. A 1-year membership costs £32 (about the same price as for Triumph World magazine), and with that you receive 8 issues of TRaction, the Register magazine (an excellent 'read'). John pointed out that this was the 25th anniversary of the Register, so if there was ever a good time to join, this is the year. I'll have the Register information with me at the April meeting if anyone is interested.

#### **Green Bay Cabins (Henderson's):**

Pat Mills said at the March meeting that the trip to Larry & DiAnne Henderson's could be the weekend of either the 10th or 17th of June. The fact that the 17th weekend conflicted with a Morgan Club event made the choice of the 10th an easy one. Those people wishing to go (it's a great drive and a great time ("had by all")), please confirm with Juliano at 727-8113.

#### **Barrhaven Community Days Parade - June 10, 1995:**

For those of you who aren't planning on the outing to Handerson's, you are cordially invited to participate in Barrhaven's Community Days Parade. The parade will be setting up at 8:30 a.m. behind the Loblaw's at Greenbank and Strandherd roads, with the parade beginning at 9:30, and ending before noon at the Walter Baker Centre on Malvern Drive, in time for the opening ceremonies of their Festival. The twin themes for this year are the 30th anniversary of the Canadian flag and the 30th anniversary of Barrhaven. They are encouraging participants to carry the

Canadian flag and use plenty of red & white in their displays. For more information, contact Parade co-chairs Patrick Hart (825-9211 evgs & weekends) or Angela Thompson (825-2289 anytime). They would like to know who would be able to participate as soon as possible so they may plan the parade accordingly

## **Milano Auto Body**

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#### **Calendar of Events for 1995 Season:**

Pat Mills has been diligent in confirming all events of interest for this season's Calendar of Events (attached). Some of these events may also be suitable for Fun Run tours, like the Oxford Mills show on May 28, or the Grass Creek show in August. Be sure to mow that grass during the week, eh?

#### **Great North American Race to Belleville:**

My Uncle in Belleville recently mailed me a newspaper clipping from their paper. Apparently the Great North American Race, starting from Ottawa at 10 a.m. on Canada Day and proceeding over 15 days to Mexico City, will be passing through Belleville at 2 p.m., to help promote the opening of the Museum of Automotive Evolution in Belleville (I've written about both these events before). Lori & I may just toddle along with the old cars and see what's what in Belleville that day. It should be pretty interesting. Hope some others from the club can join us.



### Fun Run plans for 1995 Season:

With the current cold snap, fun runs are not exactly on people's minds at the moment. Fear not - warm weather is SURE to be here to stay soon. Let's hear from you if you've got an idea of a fun run destination! Even if you don't have an idea of a run yourself, come on out - Sundays, @ 2:00 at the clubhouse!

### Membership Drive for 1995:

Clive said he'll have a variety of stickers, cards, and other media for spreading the name of the OVTC across the Ottawa Valley at the next meeting. Remember - sign up 5, and earn yourself a brass club badge!



### Technical Article:

This month's article, on how to properly part out a classic car, could easily have been written by Randy, but this one already had pictures with it! Enjoy!!

### "OIL DRIPS" (by Julio)

- Pat Zakaib's TR6 is coming along nicely at Milano's Body Shop, and should be ready by the end of the month. You're going to look good in it, Pat!
- Malcolm has been seen driving his TR6 around the block near his house - and I mean **around** the block! No insurance, Malcolm?
- After a year of minor mishaps, Shawn Hennessy's TR3A should be put together

again and on the road soon. A few prayers, plus a blessing from the Bishop, wouldn't hurt. (P.S. - an exorcist might come in handy from time to time!)

- Brian (Doc) Mills' bigger & better beadblasting cabinet ("the sandbox") is in operation again. Hey Mike C. - the line forms behind me!
- Martin ("redline") Harasek ran into a small (or big) problem fitting his triple Dellortos carb system. He noticed they do not line up, manifolds to block: there is a difference of roughly 1/8 inch. Word of warning to anyone else planning on going the triple carb route - be sure that you get the right intake manifolds to suit the car. Early models differ from later models.
- Beware the perils of indoor storage - Clive kept his TR6 in an underground garage at his office, with no cover. Who'd have thought there'd be calcium dripping from the cement roof? Ouch! A bit of elbow grease will be in order.
- Joe Lashley came down from the Great White North (no, not North Bay - there are people even further north than that!) for Easter. Guess he couldn't find that large white rabbit rumoured to inhabit the Belcher Islands - he had to make do with the chocolate bunny of the Ottawa Valley!
- We still have 3 OVTC grille badges left. Still \$40 each, if you're looking to dress up (& class up) that bare front grille. Call Julio at 727-8113.

### Get your OVTC Regalia for Spring!!

- |                                  |                     |
|----------------------------------|---------------------|
| Sweatshirts - \$22               | Golf Shirts - \$20  |
| Gatsby Hats - \$8                | Baseball hats - \$8 |
| Windshield decals - \$5          |                     |
| Embroidered Crests - \$7 ea., or |                     |
| 2 @ \$15 (?); 3 @ \$20           |                     |

# EVENTS

# 1995

# O.V.T.C.

Fun Runs every Sunday - for info. call Juliano Benco 727-8113

\* These events could be possible Fun Run destinations.  
Let Juliano know of your interest.

## April

*april 95*

23 Ancaster British Sports Car Flea Market, Ancaster, Ont. 4 \*VOLVO Show Andrew Haydon Park

24 Monthly Meeting 10-11 O.V.T.C. Spring Family Run The Henderson's Green Bay Heritage Cabins, Bob's Lake/Westport Area

29 Antique Car Show & Flea Market, Smiths Falls, 9 a.m. to 2.30 p.m.

## May

6 Cruise Into Spring Britannia 11 \*Hampton Park Cruise Antique Auto Club of Ottawa

13 CHEO Duck Race Hartwell Locks 10.30-2.30 18 Morgan Club Rallye

12-14 Carlisle Import Flea Market, Carlisle, PA \*Grenville College, Brockville, Ont. Antique Cars/Hot Air Balloons

22 Monthly Meeting

26-28 T.T.C. British Sports Car Spring Fling Barrie, Ont. 25 O.V.T.C. Sporting & Classic Auto Show Richmond, Ont.

28 \*Porsche Concour Andrew Haydon Park

\*Oxford Mills Antique Car & Motorcycle Show Oxford Mills, Ont.

(A must for every club member - get involved!

Call John Day at 723 - 9876 and ask how you can help. We're asking for an hour of your time on the day.)

## June

2-4 VARAC Races Mosport, Ont. 26 Monthly Meeting

## July

- 1 Great North American  
Car Race, Ottawa
- 9 \*Summer Toys Show  
Richmond Ont.
- 15-16 \*Boot'n'Bonnet Club  
Prince Edward County  
Tour & Picnic B.B.Q.
- 16 All Ford Show  
Mont Bleu Ford
- 19 Capital City Speedway  
AACO
- 24 Monthly Meeting
- 27-30 VTR National Rockford,  
Illinois for info.  
call Dave Huddleson  
822-1315

## August

- 3-7 T.T.C. 10th Annual  
Canadian Classic  
Waterloo, Ont.
- 5 Corvette Show  
Ottawa
- 6 \*Volksfest  
Volkswagen Car Club  
Embrum, Ont.
- 11-13 Roadster Factory  
Summer Party  
Armagh, PA
- 13 Aylmer, P.Q. Car Show
- 20 \*6th Annual British  
Car Day  
Boot'n'Bonnet Club  
Grass Creek, Kingston

All Ford Show  
Stirling Motors

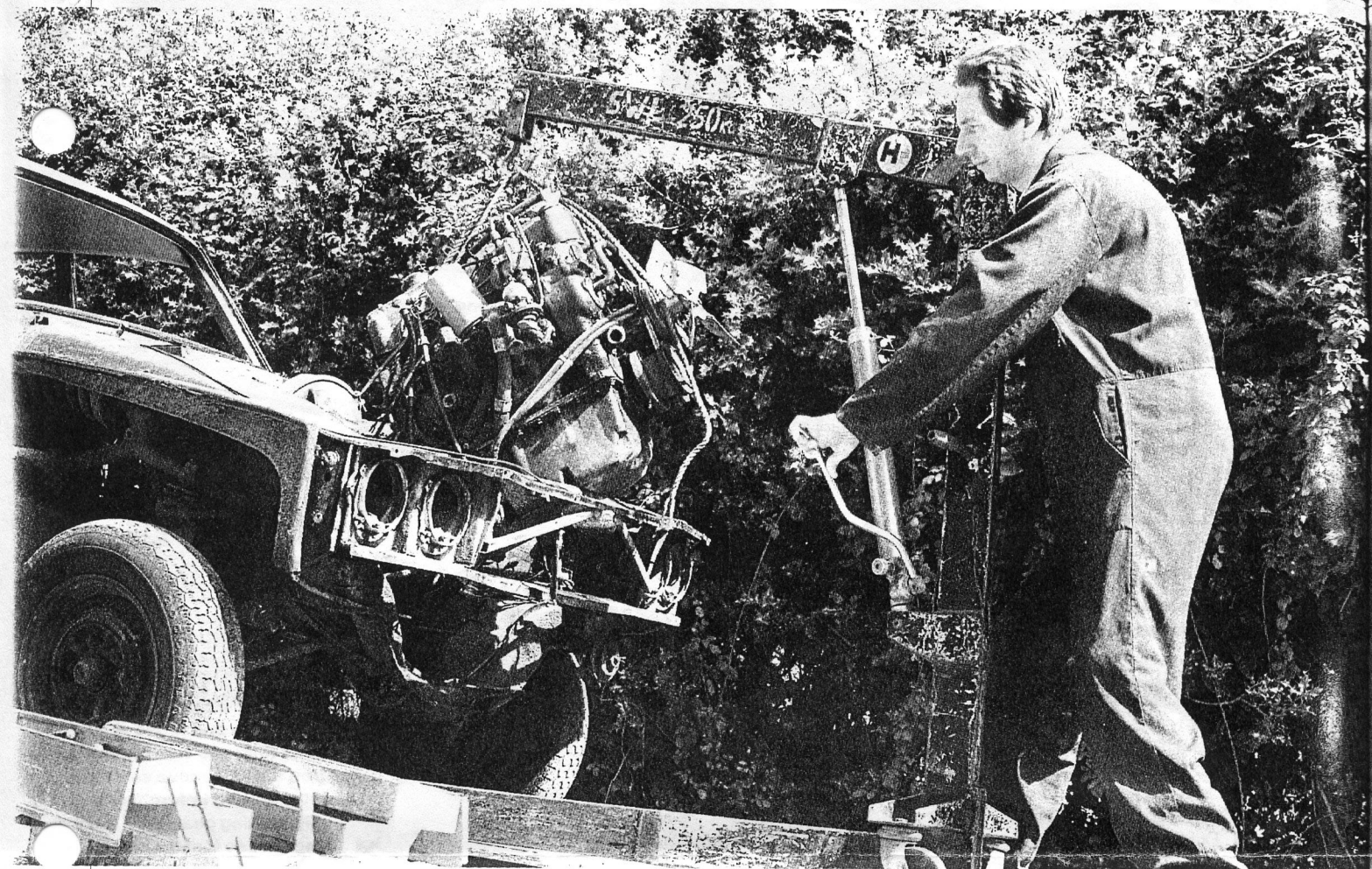
- 27 \*Moggies on the Green  
Morgan Club  
Picnic & B.B.Q.  
Almonte, Ont.
- 28 Monthly Meeting

## September

- 15-17 British Invasion  
Stowe, VT
- 17 12th Annual T.T.C.  
British Car Day  
Bronte Creek  
Provincial Park  
Burlington, Ont.
- 16-17 AACO Show  
Nepean Sportsplex
- 25 Monthly Meeting







# Stripping yarns

**A non-running MoT failure makes a cheap and highly productive source of spare parts. Chris Horton outlines the easy way to strip and recycle a wreck**

**T**here's something innately satisfying about stripping an old car for spare parts. It is, of course, a tragedy that it's reached the stage where it's no longer worth repairing but, by helping to keep other examples on the road, it is at least serving one last useful purpose before it goes to that great motorway in the sky.

It's a very simple process. There are certainly problems and pitfalls waiting to catch out the unwary, but you'd be surprised how quickly and easily you can reduce what

was once a complete but terminally rusty or accident-damaged wreck to its useful component parts. In many cases you need nothing more than a weekend and a basic tool kit, together with a jack, a pair of axle stands and perhaps an engine crane.

Finding a suitable candidate for dismantling shouldn't be difficult unless you're restoring a rare car. If you're heavily involved with a particular model – and especially if you're a member of the owners' club – you'll almost certainly get to hear of several cars a year which have reached the end of the road; and if, like this writer, you become

known (notorious?) in your area for a given make and model, you'll find that word of mouth alone can sometimes be almost embarrassingly productive.

Then there are the specialist magazines like this one – look for the small ads offering cars for 'spares or repair' – and even local newspapers and cards in newsagents' windows. It's rarely worth buying a complete car from scrapyards (with the exception of those in our *Classic Rescue* pages, of course), for the simple reasons that (a) the proprietors of such establishments invariably have a vastly over-optimistic idea of what even

the most dreadful pile of scrap is worth; and (b) that any such cars are probably completely wrecked. Why else would they be in a scrapyards?

Likewise try not to buy a car from the other end of the country unless you've no alternative. You'll create far more logistic problems for yourself than the parts will ever solve. And, last but not least, try to find one that not only runs but actually drives as well. That way you'll gain a far better idea of whether the running gear is worth salvaging.

For fairly obvious reasons your own driveway (NOT the public highway) is by far the best place to



**Buy a runner if you can, so you'll know which parts can be saved**



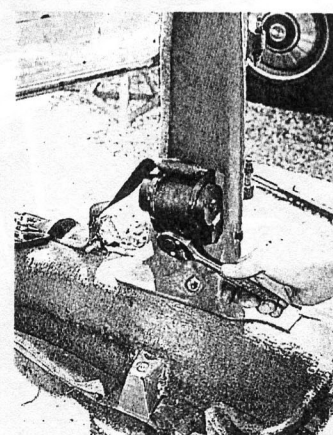
**Good chrome alone may be worth what you paid for the car**



**Put nuts and bolts you want to keep through parts they hold**

### What order?

- 1 Spray nuts and bolts with penetrating oil and leave as long as possible to soak
- 2 Jack up car and support securely on axle stands
- 3 Drain off all fluids and dispose of safely and in an environmentally friendly manner
- 4 Remove any body panels and exterior trim required
- 5 Remove interior trim and glass
- 6 Remove the engine and transmission if required,
- 7 Remove suspension, steering and brakes if required
- 8 If possible turn car over for access to remaining hardware
- 9 Check for mislaid tools, particularly in corners of boot
- 10 Dispose of carcass, keep covered with tarpaulin until it's taken away.



**Don't save and reuse safety belts (this one was removed to free trim). Remove seats and interior (left) before tackling oily running gear, then put it on one side so it stays clean**



**This car provided a set of seats, some trim and straight panels**

### What not to save

- ★ Seat belts (particularly of the inertia-reel variety)
- ★ Brake pipes and hoses
- ★ Water hoses and worm-drive clips (unless obviously perfect)
- ★ Damaged or rusty nuts and bolts (unless irreplaceable)
- ★ Tyres (unless barely worn, and even then to be treated with suspicion and best kept as spares or slaves)
- ★ Items which never wear out such as wiring looms, instruments and steering wheels

the stripdown, although this does demand a fair degree of co-operation and understanding from other family members and neighbours. The latter in particular may legitimately object if the place suddenly starts to look like a breaker's yard (whatever justifiable claims you might make for the environmental correctness of what you're doing), and especially if you make a habit of it. Be discreet, make as little mess and noise as possible and, when you've finished for the day, cover the remains with a large tarpaulin.

The alternative is to dismantle the car on site – which, if it's in a

particularly out-of-the-way location, has a tree growing through the middle, or is otherwise virtually impossible to move intact, may well be the only practicable answer in any case. If you opt for that route you'll need something to transport not only your tools and equipment but also the spoils of the expedition: a van or pickup truck (perhaps hired for the day or a weekend) is one solution, a reasonably large goods/camping trailer another.

If you do elect to drag the car home you'll almost certainly need a car-transporter trailer, since the car is equally unlikely either to be taxed

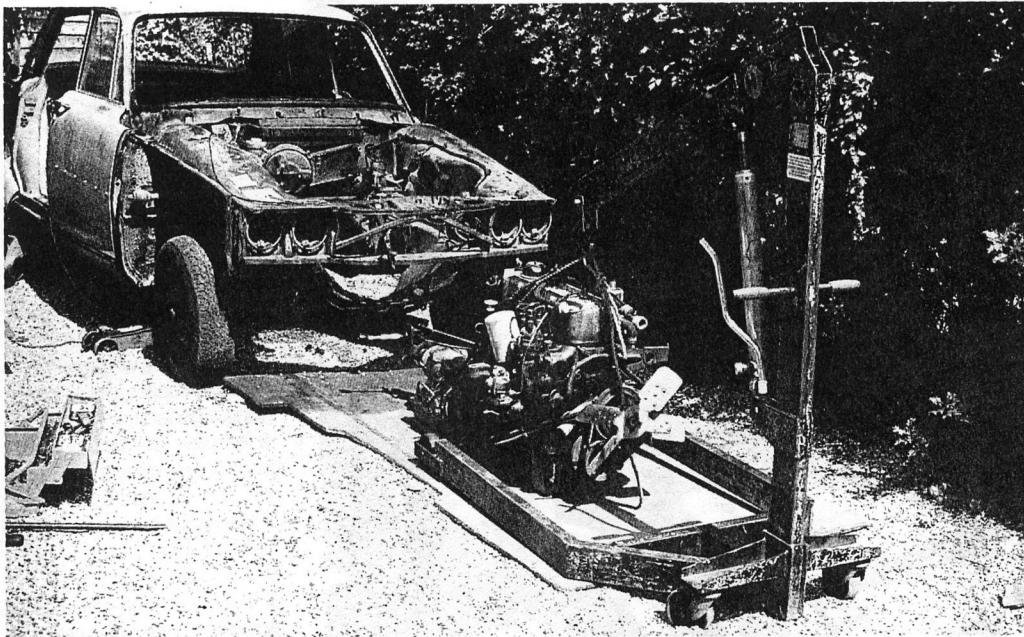
or tested. (If it really is good enough to pass an MoT, why are you breaking it?) Suitable four-wheeled trailers can be hired from most plant and tool hire companies for about £25-30 a day. Alternatively you could pay a classic-car transport specialist to move it for you – although this won't be cheap.

Remember, though, that to move the car yourself you'll need a suitable towing vehicle with a gross train weight – specified by the vehicle manufacturer – greater than the weight of the trailer and its load combined. Get that wrong and not only will you be breaking the law,

but you could also find yourself at the wheel of a major accident looking for somewhere to happen. (For more on towing car-transporter trailers see the June '90 issue.)

And unless you're into micro-cars, Minis or Honda S800s that will mean borrowing or hiring something in the Land Rover/Ranger Rover/Mitsubishi Shogun bracket, or perhaps a Transit-sized van again. With a few notable exceptions – such as the Citroën CX estate – ordinary saloon cars can rarely legally tow more than about a tonne; and a decent trailer will probably weigh at least half that.

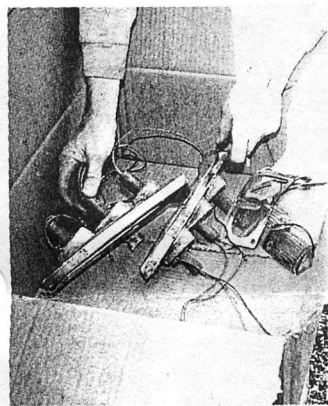




**A hoist is essential to remove engine, hire one if necessary. Remove panels and trim before motor**



**Save time later by noting where parts came from and how they fit together. Small pieces of trim can be a puzzle**



**Take along a good stack of strong cardboard boxes for storing small parts such as lamp clusters (pictured above)**



**In the case of this P6, the wiper rack has to come out...**



**... before steering box can be removed. This tends to wear**



**Access is better as more items – like the engine – are taken out**

You will also need to dispose of the car's unwanted remains which, in theory, should consist of a more-or-less bare body shell (which can usually be manhandled by four strong blokes), but which, in practice, may still contain quantities of running gear, trim or even glass (which can make moving it tricky, particularly if the wheels have gone).

**What to pay for a wreck**

How long is a piece of string? Prices will ultimately depend on rarity and condition, of course, but £100-200 ought to buy you a scrapper of most of the cars normally covered by **YOUR CLASSIC**, particularly since, by its very nature, it will tend to be something that somebody desperately wants to get rid of rather than something you are desperate to buy. Bide your time, then; you can afford to be very choosy.

The simplest method of disposal is to ring the local scrap-man, who will almost certainly have a truck with a swing-lift crane. Provided he can get the truck next to the shell all he'll have to do is attach chains to the roof pillars and lift it.

You might have to pay him to take the shell away, since its scrap value is inevitably reduced the more hardware you remove from it, but then he is, after all, doing you a considerable favour. Reckon on paying about a tenner at the very most, and agree terms and conditions when you first phone him, not when the shell's dangling in the air.

Other alternatives include trailering the shell to the local scrapyards or council recycling centre or, as this writer and a friend once did with a scrap Mini shell, laboriously sawing it into pieces small enough to fit into a Datsun Sunny estate. (Yes, really!) Whatever you do, though, don't simply abandon the remains somewhere. It's anti-social, illegal and you'll almost certainly be found out.

Remember to keep the registration document (which, contrary to popular belief, does not confer any legal title to the car; it merely records the registered keeper) in a safe place while you're stripping the vehicle – always assuming you got one when you bought it. You may later need to transfer the 'ownership' of the car to the scrapyards; and if you don't you should certainly notify the DVLC that it's been scrapped – the V5 has a box to tick if the car is scrapped or permanently exported – if only to cover your own back.

Now, perhaps with the aid of a workshop manual and a parts catalogue, you need to decide what you can realistically salvage. This will depend on your facilities and experience, your requirements, and possibly the time at your disposal. Ideally you will remove every last nut, bolt and bracket, but in practice you have to be pragmatic: there's no point cluttering your garage with bits and pieces you'll never use for the simple reason that

they never break or wear out.

Likewise if time is limited, then like someone given a minute in a supermarket to grab as much as they can you've simply got to get your priorities right and remove only the most useful and hard-to-find parts, only then moving on to the easy stuff. Unless you've paid too much for the wreck in the first place you'll be hard-pushed not to get your money's worth, no matter how little you manage to remove. (You should be able to recoup some of your investment, if not actually turn a small profit, by selling unwanted parts to fellow enthusiasts.)

In the case of the Rover 2200 shown here, for example, we were able to remove just about everything bar the front suspension (which, unlike the rear suspension, isn't a significant P6 problem yet), but on other occasions we've had grit our teeth and let perfectly good engines, gearboxes and rear suspension assemblies go for scrap simply because we didn't have the





**Suspension parts may be useful in future, store them in case (above). Old brake discs should be discarded (right)**

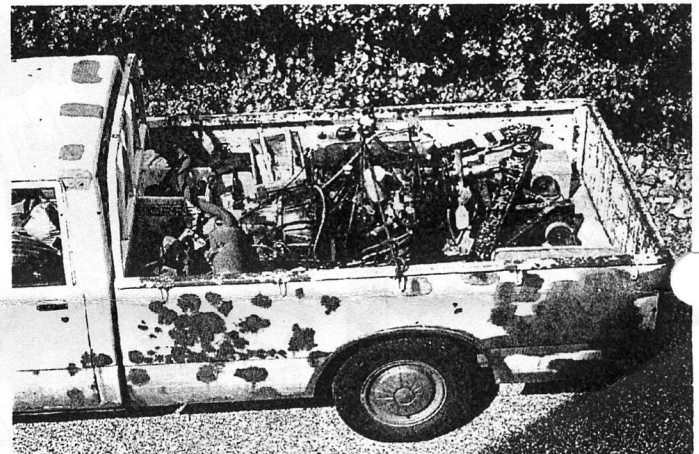


## Essential equipment

- ★ Penetrating oil
- ★ Spanners and a socket set will be useful, together with screwdrivers, pliers, self-grip wrenches and cutting tools
- ★ Large hammer, a modest set of chisels and a nut splitter or two
- ★ Power tools will depend on an electricity supply, it might be worth hiring a generator
- ★ A trolley jack and one or two pairs of axle stands.
- ★ Torch or a lead-light
- ★ Rags plus hand cleaner and a bottle of water
- ★ A first-aid kit
- ★ Food and drink to keep you going when the going gets tough



**P6 rear suspension members are worth rescuing even though they are not easy to remove, because they do tend to corrode**



**You'll need suitable transport to tow your donor car home on a trailer and possibly to shift parts and return hired equipment**

equipment or time – or in some cases the inclination – to remove them. Having decided what you want to remove, next decide in what order you're going to remove it. It's probably best to get the interior trim, the glass and any salvageable panels out of the way first, then to tackle the engine and gearbox and, finally, the suspension, steering and brakes – improving access to the latter by turning the car right over if necessary or possible.

Try to be as organised as possible and keep clean interior trim well away from greasy engine bits. Don't scatter tools everywhere inside the car – it's all too easy to lose them – and try to keep relevant parts together as you remove them. Kit yourself out with some strong cardboard boxes from the local supermarket (you'd be surprised just how many you'll need), and keep smaller parts in labelled plastic bags. A bit of effort now will save you hours of frustration later when you've forgotten where everything came from.

Enlist as much help as you can on the big day, particularly if time is limited, but then make sure that your assistants stick to their allotted tasks and don't start wrecking everything in sight. There's nothing worse than half a dozen people swarming over a car, all trying to do the same thing and merely getting in each others' way.

Try to make life as easy as possible, too. Spray as many of the exposed nuts and bolts with penetrating oil as possible (ideally several times and several days before the big strip). Get the car supported as high as possible, front and rear, on axle stands (NEVER blocks of wood or piles of bricks). Drain off all fluids (fuel, oil, coolant, brake fluid, battery acid) in one hit and dispose of them in an environmentally responsible manner. Be particularly careful when you're dealing with petrol, and put it straight into proper sealed metal or approved plastic containers, not an old bucket.

Always keep safety uppermost in

your mind, whatever may be the distractions of retrieving some highly-prized item or other. Remember that you may effectively be tackling jobs you'd never even think about on your running car, so find out how to tackle each task first, not while you're waiting to be patched up in the Accident and Emergency department. Road springs, for example, are potentially lethal, so make sure you know how to release them in a safe and controlled manner. (See *Spring Retempering* in January '93 issue for method.)

Don't waste time and effort removing several small components from one larger assembly where you can take the whole thing away and strip it later. And remember that, while you clearly don't want to damage any salvageable items, brute force (preferably without the ignorance) can often get stubborn bits and pieces off in a moment where a more restrained technique would take hours. Hacksaws, hammers, chisels, and angle-grinders can be

very effective indeed; don't forget the gloves and goggles, though.

And that's about it. No car is so complicated that its body shell cannot realistically be stripped bare in a couple of days. Yes, it is sad that you've reduced a once-complete car to a pile of parts, but remember that if it wasn't a particularly rare model you can't save them all...



**Keep the carcass beneath a tarpaulin until it is towed away**

The Ottawa Valley Triumph Club is comprised of approximately 65 members. The Club meets on the fourth Monday of each month at the Manordale Community Centre, Knoxdale and Carola (see map). Meetings include technical seminars, video presentations, restoration techniques and much more. The Club also publishes a monthly newsletter, *Overdrive*, which is distributed to members. *Overdrive* is also exchanged with newsletters from other clubs. The OVTC Executive at present is comprised of:

Clive Law  
President  
820-7350

John Day  
Editor  
723-9876

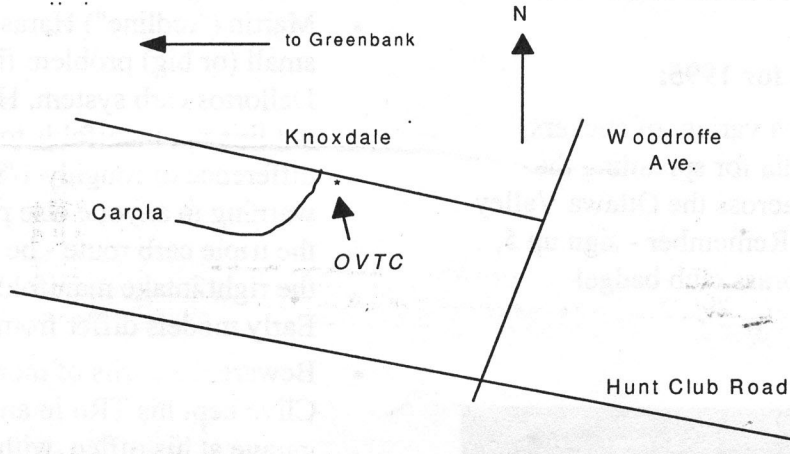
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