



VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

May, 1995

Another Triumph Family Member



In This Issue:

- *Richmond Show volunteers required.*
- *Membership Fee Renewal time approaches ...*
- *"OIL DRIPS"*

Cover: We haven't had a GT6 on the cover yet, and I had this shot from last year's Bronte Creek show. For a car that's a 'duckbill platypus' (hardtop, Spitfire front, Vitesse engine), it's something to see, especially in such good condition, as this one was!

Editor's Note: (Julio) - Aaaahhhh! Summer is finally here. Birds are singing - Triumphs are roaring. More and more are on the road. The only trouble is, most I see do not belong to the club. That can't be - why not? We are a fantastic, fun club. We've got to get the message out to those owners we see on the roads and bring them into the 'fold' (can I have an "Amen"?). At the next meeting, I will be passing out membership forms so that when you see a Triumph parked somewhere and it doesn't have a club sticker, place the form on their windshield (do not attempt while traveling on the Queensway). Meanwhile, let's get those cars of ours out, and ENJOY! Happy motoring!!

Editor's Note: (John) - After what has seemed like the longest Spring in history, the temperature has slowly inched its way up to where tops can be put down in comfort. With warmer weather comes the weekend runs, events, shows - all the things that make our cars worth having. I was also pleased to see the huge turnout for the April meeting - the machine shop was filled to capacity!



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April 24th Meeting in Bell's Corners:

As I just mentioned, quite a good turnout was on hand for our April tour of Bell's Corners Automotive machine shop - roughly 35 in all! Joe Lashley was even in town for the meeting, on hiatus from his job up north. Shop manager Garth Kewley and a couple of his staff led us in an informative tour of the shop's equipment and facilities, involving such things as cylinder honing, crankshaft grinding, valve seat machining (important in this age of unleaded fuels), and so on. Garth also has supplied me with a listing of their standard charges, as many tasks are charged as such (see attached sheet). Garth would be happy to answer any specific questions you might have regarding work needed on your engine.

After the tour (and courtesy pop & donuts), Clive got onto the few things which needed to be said. The first and foremost item was our upcoming OVTC Sporting & Classic Auto Show on June 25th in Richmond. I took the opportunity of such a large 'captive' audience to ask that if anyone was willing to volunteer an hour of their time to work the gate, to sign the sheet being circulated. Immediately, I got 13 names - I'll be contacting those people shortly for specifics as to what time they'd prefer to work, so that a schedule can be drawn up as soon as possible. I'll be contacting others in the club to see if they can volunteer also - if anyone wishes to help out on the gate for an hour, please feel free to contact me first, at 723-9876.

After the meeting adjourned, several of us crossed the road to the Tollgate Pub in the Baron's Motel to wish **Juliano Benco** a happy **50th birthday!!!!** (actually, his birthday was the upcoming Thursday, but Jane wasn't about to let a good opportunity go by). It also provided us the opportunity to bid fond farewell to Joe & Doreen Lashley before they

departed for Baffin Island on the next stint of Joe's posting in the Northwest Territories.

Richmond Import Classic & Sports Car Show - June 25:

At the last executive meeting, I was given the task of organizing our gate staff for the June show in Richmond. The more volunteers we have for this day, the easier the burden on each, and the more time which can be spent enjoying the cars. It's our club that sinks or swims with this event, so we of the OVTC should ensure that everything will run smoothly. The rest of the executive has the following tasks:

- Clive** - Flyer & promo material.
- Julio & Brian** - Grounds plan & club areas.
- Jane** - contact Lion's Club - arrange land lease.
- Mike S.** - Media; advertising.
- Pat M.** - Event regalia (hats).
- John D.** - Volunteers. (P.S. - call 723-9876!!!)
- Dave H.** - Vendors & other sales.
- Dave S-T.** - OVTC display.
- John Carr** - Consultant.

The star of the show will be a 1939 MG PB which will be going in the Great North American Race the following week. The fairgrounds have already been rented, and the Richmond Lion's Club will be providing refreshments in the adjoining facilities for a modest charge. Jane was telling me that 'Shamrock Shammy' (a potential corporate member) will be coming out and detailing a car as a promotional display. These people know their detailing, providing fleet service for many area car dealers. (they also have storage facilities, for those who might be looking to switch from your past locales). Clive will have a further report at the May meeting.

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Canadian Automotive Museum - Oshawa:

Clive mentioned at the meeting a flyer he received regarding the Canadian Automotive Museum in Oshawa. Begun in 1963, the Museum has many artifacts related to (mostly) Canadian automotive history. The Museum is looking to find itself better long-term facilities, and is having a fundraising drive to obtain the necessary funds. While the club is not in the 'Benefactor' (\$10,000) or 'Patron' (\$1,000) league, Clive proposed donating an amount of \$200 as the OVTC contribution. This will again be raised at the May meeting for a vote.

CHEO Duck Race - Corvettes - May 13th:

The Capital Corvette Club involves itself in the CHEO Duck Race at the Hartwell Locks, inviting all other local car clubs, including the OVTC. Lori and I didn't attend in the TR6, but we had a look-see anyway. I'm sorry to say that the MG club put us to shame, as they had about 7 or 8 cars there, along with their canopy and banner. A good showing of other marques was also to be seen - except for Triumphs! Not a single TR was in the line-up (perhaps since you had to be there for 4-5 hours on Col. By Drive). There were a few Jags, a couple Healeys, and a lot of domestic oldies, in addition to the 'Vettes.

Green Bay Cabins (Henderson's) June 10:

Don't forget - call Juliano now to say if you're planning on coming along for an overnight trip to Larry & DiAnne's for chili, rest and

relaxation. Last year's participants (myself included) all had a great time around the fire, and the drive there and back was a delight (my bad clutch notwithstanding). If you haven't been down near Westport, you're really missing something. Don't delay - we need to know approximately how many plan to attend so Larry can begin whipping up his "suicide" chili!

"Annual Spring-Open Rally" - June 18:

The Morgan Club puts this rally on in conjunction with the Motorsport Club. To quote: "The Rally is designed to be run with the beginner in mind yet still be enjoyable for the more proficient rally driver. The Rally is open to all sportscar groups, not just Morgans." The registrants will meet at the Ottawa Flying Club parking lot off Hunt Club Road, where a briefing will be given at 10:30. The first car will be away at 11:00. The course is approximately 80 miles in length, and will take about 3 hours to compete. The rally is laid out using a penalty point system - the car/team with the least number of points wins.

The registration fee is \$12. The rally has a limited registration number of 25, so if you are interested, you should phone Ed Burman at (613) 839-3041 to register.



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TR Register Membership information:

I had the information with me at the shop, but we were all too busy to have a good opportunity

to cover all but the most important items. I'll have the TR Register information with me again at the May meeting, for those interested.

The other day I received a copy of the Register newsletter, TR action, in the mail, addressed to myself as newsletter editor for the OVTC. This before sending in membership dues. I'll also have this with me at the May meeting for people to see.

As this is the 25th anniversary of the Register, I would propose that the OVTC show its support by joining the Register in this significant year. This too can be discussed amongst those attending at the May meeting.

Great North American Race to Belleville:

My uncle has again sent me a newspaper clipping from Belleville regarding both the Great North American Race and the opening of the Museum of Automotive Evolution in Belleville. According to the clipping, the Museum is expecting to bring several thousand visitors per year. Several car collectors have already expressed interest in loaning their cars to the museum for display purposes. The opening ceremonies, including the roughly 120 vintage cars from the Race, should make an interesting sight. I'm sure that Joe Lightfoot and other members of the Boot'n'Bonnet club will also be around. Pencil - no, pen - this one on your calendars!

Fun Run plans for 1995 Season:

Be sure to get in touch with Juliano if you have a particular fun run tour/destination you have in mind. One possibility is what a bunch of us did last year - Upper Canada Village. We had a great drive there and back, plus had an interesting tour of pioneer life to boot (I must've been the only one who didn't go there in public school). Now that things are warming up and most (if not all) cars are on the road, let's make some plans!

Membership Drive for 1995:

Did you all see the ad in the Saturday Citizen classifieds? No new members did - we've had '0' calls between Julio and myself. I've also contacted a couple other potential members, including the owner of the Bond Equipé convertible (all Vitesse beneath the skin). We may or may not run the ad a second Saturday, depending on the final response we get from this initial ad. Jane Benco has also found a couple more corporate member candidates - Shamrock Shammy (Bronson, south of the Queensway) and Glasgow Car Care Centre in Rockland (good news for Orleans members).

Modern Technology - continued:

Malcolm Brown, our own "Man with a Mac", has found the following on the Internet. As more Triumph fans get on-line the world over, this will prove to be an invaluable source of TR information.

From: malcolmb(a)bnr.ca

To: Day, John

Subject: Web tidbits for the Newsletter

Date: Thursday, April 27, 1995 1:34PM

Helllooooo John,

Since you were unable to read the contents of the floppy I sent you, I have included the articles (fresh off the web) below. I figure, depending on space etc, you could add one or two per issue.

1. for Oil Drips

...this is an excerpt from the TR6 Web page, technical subjects.

So HOW do you get 90 weight gear oil in those trunnions (sort of like how do you get the caramilk in the Cadbury milk bar...)

Bob Lang (on the SOL list) says:

For "OILING" your trunnions, get a cheap grease gun (one of the little guys.) Don't put in a cartridge. Instead, put a bunch of grease (like wheel bearing grease) on the rubber cup. This will act as a seal for getting some pressure to the oil. Next, place some 90W gear oil in the cylinder and replace the plunger. Attach to your grease fitting on yer trunnion and have at it.

At least that's what the book says.

Oh, and if you have not done this to your car and you have put any miles on it, or if you have ever heard squeaky noises from your front end, purchase a new trunnion for each side NOW because it is most likely in sad shape. Also, place some sort of newspaper under where you are working when you do this, it might be messy ;-).

misc. item for news letter:

2. ...this is an excerpt from the TR6 Web page (humour)

10 Best Tools of All Time (for British Car Owners)

Forget the Snap-On Tools truck; its never been there when you need it. Besides there are only 10 things in this world you need to fix any car, any place, any time.

*1. **Duct Tape** - Not just a tool, a veritable Swiss Army knife in stickum and plastic. Its safety wire, body material, radiator hose, upholstery, insulation, tow rope, and more in an easy to carry package. Sure, there's prejudice surrounding duct tape in concours competitions, but in the real world, everything from LeMans winning Porches to Atlas rockets use it by the yard. The only thing that can get you out of more scrapes is a quarter and a phone booth.*

*2. **Vice Grips**- Equally adept as a wrench, hammer, pliers, baling wire twister, breaker-off of frozen bolts and wiggle-it-til-it-falls-off tool. the heavy*

artillery of your tool box, vice grips are the only tool designed expressly to fix things screwed up beyond repair.

3. **Spray Lubricants-** A considerably cheaper alternative to new doors, alternator, and other squeaky items. Slicker than pig phlegm, repeated soakings will allow the main hull bolts of the Andrea Doria to be removed by hand. Strangely enough, an integral part of these sprays is the infamous little red tube that flies out of the nozzle if you look at it cross eyed (one of the 10 worst tools of all time).

4. **Margarine Tubs with Clear Lids-** If you spend all your time under the hood looking for a frendle pin that caromed off the petal valve when you knocked both off the air cleaner, it's because you eat butter. Real mechanics consume pounds of tasteless vegetable oil replicas just so they can use the empty tubs for parts containers afterward (some of course chuck the butter-colored goo altogether or use it to repack wheel bearings). Unlike air cleaners and radiator caps, margarine tubs aren't connected by a time/space wormhole to the Parallel Universe of Lost Frendle Pins.

5. **Big Rock at the Side of the Road-** Block up a tire. Smack corroded battery terminals. Pound out a dent. Bop noisy know-it-all types on the noodle. Scientists have yet to develop a hammer that packs the raw banging power of granite or limestone. This is the only tool with which a "made in India" emblem is not synonymous with the user's maiming.

6. **Plastic Zip Ties-** After 20 years of lashing down stray hose and wiring with old bread ties, some genius brought a slightly slicked up version to the auto parts market. Fifteen zip ties can transform a hulking mass of amateur quality wiring from a working model of the Brazilian Rain Forest into something remotely resembling a wiring harness. Of course it works both ways. When buying a used car, subtract \$100 for each zip tie under the hood.

7. **Ridiculously Large Standard**

Screwdriver- Let's admit it. There's nothing better for prying, chiseling, lifting, breaking, splitting or mutilating than a huge flatbladed screwdriver particularly when wielded with gusto and a big hammer. This is also the tool of choice for all filters so insanely located that they can only be removed by driving a stage in one side and out the other. If you break the screwdriver --and you will, just like Dad and your shop teacher said--who cares if it has a lifetime guarantee.

8. **Bailing Wire-** Commonly known as MG muffler brackets, bailing wire holds anything that's too hot for tape or ties. Like duct tape, it's not recommended for concours contenders since it works so well, you'll never need to replace it with the right thing again. Bailing wire is a sentimental favorite in some circles, particularly with the MG, Triumph, and the flathead Ford set.

9. **Bonking Stick-** This monstrous tuning fork, with devilish pointy ends, is technically known as a tie-rod-separator. But how often do you separate tie-rod ends? Once every decade, if you're lucky. Other than medieval combat, its real use is the all purpose application of undue force, not unlike that of the huge flat-bladed screwdriver. Nature doesn't know the bent metal panel or frozen exhaust pipe, that can stand up to a good bonking stick. (Can also be use to separate Tie-rod ends in a pinch, of course, but does a lousy job of it).

10. **A Quarter and a Phone Booth-** See tip #1 above.

That's all for now. Talk to ya soon.

Cheers,
Malcolm

Feature Article:

The attached note on the OVTC is a reprint of Shannon Lee Manion's piece in *Old Autos*. I just hope we can live up to our reputation

now! Thanks to Shannon for curing our humility!

Classifieds:

- 1979 TR7 Coupe. 81,657 km. Crimson red with striping. \$2,000 firm. Call Catherine at 596-9697 (days), or call at 831-2053 after 6 pm.
- 1980 TR7 Conv. EFI - \$6,800 obo. Call Steve Lashley at 726-6724. Help Steve out and buy this car - with his Mini & Lotus, plus his dad's TR8, he needs the room! (and this guy's a *student*?!)
- Want to build yourself a TR6?
 - All parts from 2 TR6s, many in restored condition;
 - Partially restored body, good wings, boot, bonnet and windscreen. New floor, sills and more, on jig;
 - Fully restored and boxed-in 1971 frame;
 - 4 almost-new Michelin redlines;
 - Many new & restored parts, bushings;
 - 2 engines, 1 partially disassembled;
 - 2 standard gearboxes;
 - 1 overdrive gearbox (x-type);
 - 2 differentials

\$3,000 for the lot (sorry, not selling separately!)

Please call: Sandy Beveridge

(h) 820-5577

(w) 831-2726, ext. 223

"OIL DRIPS" (by Julio)

- Pat Zakaib's car is done now and on the road. The final preparations were done at Brian's. Again, another fine paint job by Joe Panuccio at Milano's. Pat opted to switch from original yellow to a bright red (sorry, Randy!). Pat is an original owner of her 1976 model year TR6, and

now she is ready for many more years of enjoyment with it. Have fun!!

- Mike Crawford had his TR6 frame sandblasted, and no metal flew off (are you sure it's a TR6 frame?). Brian (Doc) Mills will reinforce the back of the frame and the anchor bolt supports - something the factory didn't do (high cost?).
- Well, my TR6 clutch has finally bit the dust. It's got to be replaced, as soon as I have the time. What's the expression about the shoemaker's children having no shoes? It applies to TRs, too!
- Fred Pantalone is back in town. This expands our club's range of cars to again include a TR2. Fred also has a TR6, plus a Mini Cooper S (and, I'm sure, a patient wife!). Welcome back, Fred!
- Dave Huddleson has (he thinks) bought a 3.5 litre Rover engine, complete with fuel injection. It's just a matter of getting back to Ottawa from S.W. Ontario (Dave isn't exactly sure where the engine is yet).
- Dave was also off to Carlisle for the May 12-14 weekend. Who knows what he may buy, now that Gandalf stock has gone through the roof - right, Lynda?
- Gord Robertson is reversing his earlier decision, now opting to insure his E-type this year, while his house and TR6 go through their respective renovations. Gord attributes his change of mind to "stress relief"! What would Freud have said?
- Denny & Cheryl Bird have moved back to Washington D.C. They'll be missed on the club outings. We hope they've enjoyed our company.
- The OVTC photo album which I had earlier suggested has been cancelled to a lack of interest.

'OLD AUTOS'
(Monday, April 17/95)

Club report



OTTAWA VALLEY TRIUMPH CLUB

by Shannon Lee Mannion

Cars or motorcycles, you ask. In this case, cars and though it has never occurred to me to own a Triumph, having met with the Ottawa Valley Triumph Club (OVTC), I am having second thoughts because they drive such sporty casual cars and they are such a great bunch of people.

Although they are late comers to the club scene, having only been formed since 1989, this is an incredible group of go-getters; there are already 68 active members and new ones get added each week.

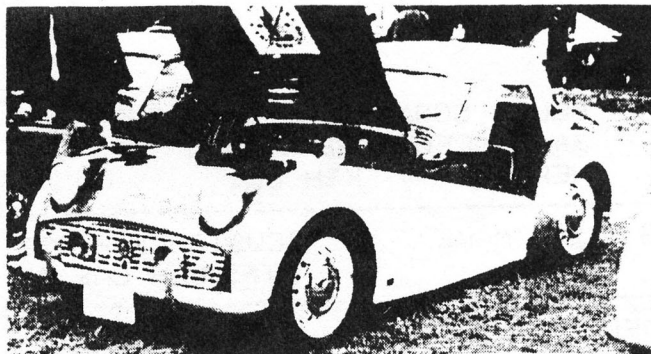
The membership application specifies, "Our strength is in our membership." Think of what the word "belonging" means and this will focus you on what this club is all about. Several people mentioned friendship when I asked them about their club experience.

Their mission statement is similar to all other vehicle clubs, "dedicated to the preservation and pure enjoyment of owning and driving _____". It's Triumph cars in this case but any make could fill in the blank.

However my first meeting with this group took place a couple weeks ago, on one of the worst evenings for weather we have had all winter long. Joe Panuccio had invited the group to Milano Body Shop for an extemporaneous talk on body work. Currently he is working on one member's TR6, so there was lots to see as the car was in the process of being stripped and prepped for painting.

The surprising thing about this meeting at the body shop was despite the raging storm outside, thirty people attended, including four members from the Perth area, another from Barry's Bay, and I think I met someone from up the valley, from Renfrew or Arnprior. In the summer, you might expect to get the out-of-towners but in the middle of the worst storm of the winter? I was something impressed, let me tell you.

What about these British cars we saw so much of during the late sixties to the mid-seventies? I am talking about the TR6, of course. Granted,



As the vanity plate says, this is Juliano Benco's 1961 TR3. Beautifully finished with a white rag top, what they called a "surrey top" in Britain. The rule on these cars is, "the more lights, the better". (photo by Juliano Benco).

the odd TR3 kicked around at the same time and maybe it was where I was living at the time, but I doubt if I ever laid eyes on anything but the 3 and the 6. Then "The Wedge" took off and that was all we saw until the TR8 arrived on the scene well into the eighties.

My reading and what I hear indicate that Triumphs epitomize simplicity and reliability. Glad to know this; it helps me understand why this is such a happy group of people.

In talking to Triumph fans, I find myself confused with model designations and the years in which they were available. Perhaps this is because some Triumphs, such as the TR1, were never put into production, and some, such as the TR250, were really the TR5 but had been renamed for the North American market.

By far, the most rare Triumphs are the TR5s and a few of these made it across the ditch, so if you find one in a barn somewhere, call me. The TR3A, with 58,000 produced between 1957 and 1961, is the nearest in production run to the TR6 of which 96,000 were made between 1968 and 1976. No wonder we see so many on the road still.

In fact, almost half the members of the Ottawa Valley Triumph Club drive TR6s. Surprisingly, there is a good cross-section of 3As, 3Bs, 4s, a couple 4As, many Spitfires, several TR7s and 8s, and one Triumph Herald.

This is a very active club that meets on the fourth Monday of each month at the Arlington Wood Community Centre in Ottawa's west end. In the summer, they sponsor fun runs and tours; technical seminars, an annual dart tournament, and informal get-togethers help dampen the winter doldrums.

By no means a shrinking violet organization, this club, despite its relative newness, hosted the sixth Canadian Triumph Classic in 1991, a three day event that included a rally and a Concours d'Elegance. For the second year running, this summer they will be sponsoring the June 25 Sports Car Show at Richmond, ON. Definitely, this is not a group to let moss grow under its tires.

For more information on OVTC, please write or call Dave Huddleson, Membership Secretary, 5053 Limebank Rd., RR #1, Manotick, ON, K4M 1B2, (613) 822-1315.

May 95

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 it 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

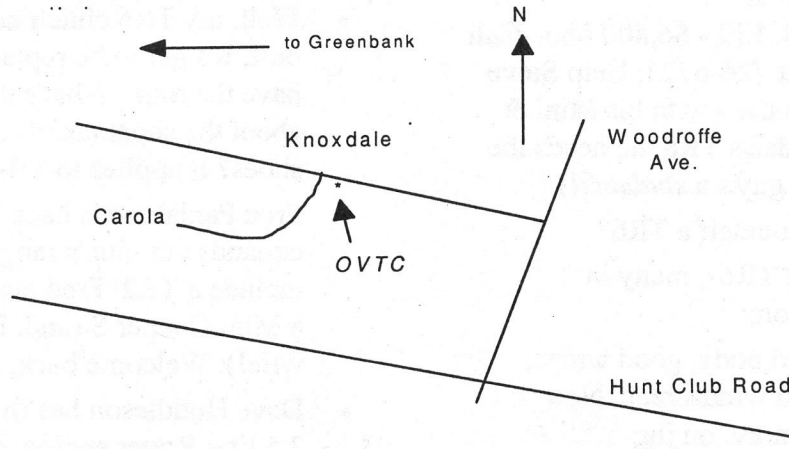
Martin Harasek
Vice-President
823-1276

David Huddleson
Membership
822-1315

Jane Benco
Treasurer
727-8113

Pat Mills
Regalia
825-1698

Julio Benco
Editor/Events
727-8113



Membership is open to all individuals and companies interested in Triumph sports cars. Membership is \$30.00 per year (June/June) per household and \$60 per year, corporate.



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