



# VERDRIVE

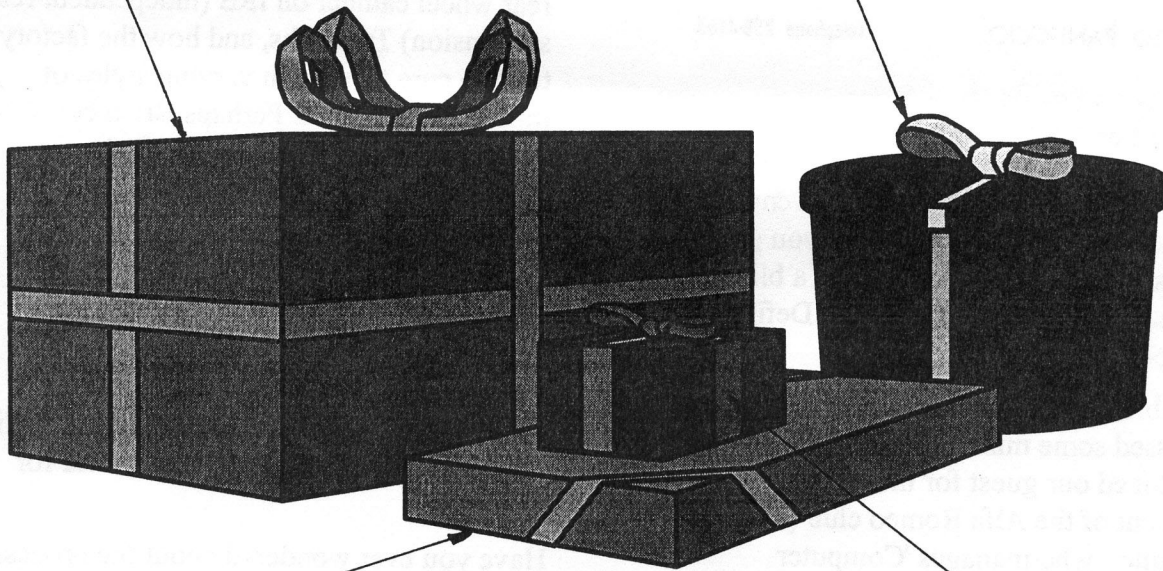
The Newsletter of the Ottawa Valley Triumph Club

December, 1995

## May Your Presents This Year be TR Parts!

Trim Kit

Oil Filter Adapter



Oil Cooler

TR miniature

*Happy Holidays from the OVTC!*

*Cover: Nothing fancy this month - just a thought that some presents under the tree will be for your Triumph!*

**Editor's Note:** (John) - I knew the driving season was over early this year compared to last (remember the picture of Julio and his TR3A out on Dec.25 on our January 1995 cover?). The way the snow keeps coming, it'll be a late start in the spring as well! Let's hope that when warm weather returns, it stays sunny on weekends!

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

There was a dandy blizzard that evening, so we had a small but enthusiastic (you gotta be enthusiastic to think sports car in a blizzard!) bunch at the November meeting. Definitely no tire-kicking this evening!

After bringing the meeting to order, Clive discussed some minor business, then introduced our guest for the evening: the President of the Alfa Romeo club (I missed his name), who manages 'Computer Supplyhouse' by day. The reason he was out on a night like that was to mention the launch of a new book on Gilles Villeneuve by his friend, Allan de la Plante. Allan is an internationally known writer and photographer, having chronicled much of Villeneuve's career. The book also features an interactive CD-ROM on Formula 1 racing (hence the launch at a computer store). Unfortunately, the day of the book launch,

December 9, was as awful as any day yet this winter (I'm seeing a pattern developing), so I wasn't able to go down and have a look. For any F1 fans, the book sounds very interesting. Certainly the Villeneuve family has driving talent, as seen by Gilles' son, Jacques.

Clive then quickly turned the floor over to Brian Mills, who again scared us with his tales of Lucas electrics. Despite constant heckles from the back row, Brian kept his cool and didn't throw any chalk as he covered such Achilles' heels as batteries, starter motors, generators, alternators, fuse holders, horns, distributors (p.s. - oiled your distributor lately?), and wiring harnesses. I get chills every time Brian talks about how close British cars are from being dead in the driveway!

Brian also gave a brief but interesting talk on rear wheel camber on IRS (independent rear suspension) Triumphs, and how the factory tried to cure them with varying styles of trailing arm mounts. Perhaps Brian could do this up in a future technical article?

### INSURANCE, REGISTRATION AND OTHER TRIVIA: by Ed Kaye

Now that winter is upon us and we are all thinking of ways to save a little money for those bits and pieces we need for our Triumphs, here is some information regarding insurance, registration and other trivia for your baby.

Have you ever wondered about the process for obtaining a Historic Vehicle license plate? It's quite easy really: the vehicle must be 30 years old or older with the correct registration. Simply go to a Driver and Vehicle License Office and they will declare your car a historic vehicle, and Voila! Plates will be issued.

What to do when the car registration paper doesn't match the vehicle registration number (VIN)?! Most of these situations are due to a

typo and are relatively easy to correct. In most cases, a franchised dealership can certify on company letterhead that the VIN is listed as such and that it should be so and so. However, the last time I saw a Triumph dealer, gas was selling for 50 cents a gallon! So, in this type of situation, if in fact the error is clearly and obviously a case of a clerical error (one wrong digit, one missing digit, etc.), a letter on letterhead from the President of the historical society or car club stating the error will suffice to correct the error. Should the VIN be totally screwed up and you are sure the car is 100% legal, a notarized affidavit must be submitted, which would then be forwarded to the Driver and Vehicle Licensing headquarters in Kingston for their evaluation and eventual blessing. (Info thanks to: Deborah Tayman, Issuer; Driver and Vehicle License office, 1800 Bank St. Ottawa)

Quite often I hear comments from enthusiasts about my '65 TR4 such as "Can you imagine what his insurance costs?!". I chuckle to myself and hope that all club members know about the outstanding bargain available to them through the Silver Wheels program. The criteria is relatively straightforward: the car must be at least 15 years old (this, sadly, will soon be true for ALL Triumphs!); the driver must have been driving for at least 10 years, and a current detailed appraisal of the car must be submitted. The only restriction is that the car must not be used for work, shopping or holidays (excluding club events, of course). In fact, the car would be used for pleasure only. (Info thanks to: Lant & Co. Insurance, Don Mills, Ontario: phone 1-800-461-4099). Oh, my premium for full coverage on a \$19,000 appraisal? - \$135 per year!

Are you worried about failing that safety check in the spring after spending all that time, trouble and money on your classic Triumph? Don't be. Historic vehicles are

listed under Schedule 5 of the Highway Traffic Act which states: "Each system and component that is part of the vehicle should be inspected and tested and shall be in functional condition relative to its design, construction and operation." What this means, basically, is that there is a "gray area" for these vehicles. The inspection and passing of a historic vehicle is up to the discretion of the inspector. Remember - common sense prevails: brakes, lights, etc. should work, and you would probably want them to, anyway! A small chip in the windshield, a bumper getting re-chromed and not yet installed, faulty windshield washer could all be overlooked. For inspection of your classic, track down a garage that is familiar, knowledgeable and interested in your favourite car for a non-stressful inspection and, ultimately, that safety check certificate. (Info thanks to: Chris Tapp; Chris Tapp Personal Auto Care, 7 Cleopatra Dr., Nepean)

#### Latest Status on the TR2:

Remember how I said last month that I didn't know who the new owners were? Turns out it's Brian (can't-have-too-many) and Linda (but-this-is-close) Thomas from Kingston, who add this to their stable of TR3, TR4A and TR8! Pssst! Brian - how would you like to add a disassembled TR6 to that list?!



DAVE

730-4060

1201 Bank Street, Ottawa

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**MURPHY'S GARAGE**

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*If it ain't Broke, We won't Fix it.*

(Between Ossington and Cameron)

### Regalia - Raffle in November:

Unfortunately, due to the snowstorm and resulting low attendance, the raffle was canceled. Hopefully the January climate will be more accommodating.

### "Classic" letter reprinted from the *RagTop*:

I found this comment from TTC VP Chris Walker to be particularly relevant, considering the fact that the Canadian Classic is to be a home town event. In Chris's words:

"As you are aware, every year the Toronto Triumph Club (some 500-odd members) organizes a weekend getaway called the Canadian Classic. Those of you who have attended the events over the years have had great times, great drives and established lasting friendships. Some of you have even won the occasional prize.

This, however, is all discussed elsewhere in the newsletter. This note is to those members who do not support the events that are organized. I am sure that you are all aware that to organize an event like this costs a fair amount of money. This money can be recovered if the event is well supported. If not, it **costs the club money - BIG money!** However, this is only a minor issue as compared to the question of "Just why do you own a sports car?" Apparently, it is not to drive it and enjoy it, or learn new things about it, or share your knowledge. Nor is it to enter competition (which is by far a minor part of the Classic). Perhaps those members who join the club and never come to a meeting, rally or party can help to shed some light on this issue.

JUST WHAT DO YOU WANT FROM THE CLUB AND HOW CAN WE GIVE IT TO YOU?

By the way, volunteers to organize events are always welcome as are new executive members."

Last summer's Richmond show really impressed me about the spirit of our Ottawa

club. Virtually every member I called on to volunteer agreed, and some even offered to pull a second shift at the show, despite the relentless heat. The 1991 Classic here in Ottawa was my first TR event, and my TR6 was still in the depths of long-term storage. Nevertheless, Lori and I had a great time meeting new people from all over Canada and the U.S.; we had a great time on the social activities (the pub crawl and boat cruise), and the sight of so many Triumphs in one place (Victoria Island that year) was truly a spectacle. The 1991 show is still the highest attended of all Classics, and we're hoping for even more in '96. The Vintage Triumph Register National Convention is July 10-14, 1996: hopefully a few energetic U.S. TR fanatics will also choose to venture up this way to discover the 'Great White North' (hopefully that still won't be true in August!).

### VTR in Albany, you say?:

That's right! The Adirondack Triumph Association (ATA) will be hosting the 1996 VTR National Convention. This event will be celebrating the 40th anniversary of the TR3. There'll also be dinner cruise on the Hudson River, a Concours and Participant's Choice competition, plus much more. Dave Huddleson for one is planning on going, and I've given the idea a bit of thought also. I'll be contacting the ATA to request further information, and will be sure to pass the information along at future meetings and in this newsletter.

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### Oil Drips (by John):

- I'm considering getting my old 4-speed transmission converted to overdrive this winter by the guy who rebuilt Joe Lashley's TR8 unit. I'll then replace the troublesome overdrive unit in the spring and have it rebuilt at a convenient time. My motto: "always keep a spare."
- David Huddleson got a call from a woman in Ottawa who saw our club address in Triumph World. It hasn't been on local shelves long, and it's already paying off. This woman owns a Spitfire Mk I; perhaps we'll see it in the spring!
- Joe & Doreen Lashley send Christmas greetings from the Land of the Midnight Sun. Doreen has been working part-time as the Adult Education Co-ordinator for the Arctic College. They are both doing well and are already looking forward to their holidays next summer (for that matter, so am I!). Cheers, you two!
- **(by Ed Kaye):**

"My '65 TR4 is returned and running correctly after an on again/off again kind of summer and fall, thanks to a combination of carburettor, ignition and timing (cam) problems. The good news is that the engine is all rebuilt (bearings, rings, etc.) with a superb compression of 180 pounds. Watch out, 1996!

In the mean time, we are doing a mild overhaul on my wife's '72 GT6 that we purchased in Napanee in August. Suspension, carbs, wiring and minor rust areas will be receiving necessary attention. Nothing like a heated garage!

*(Thanks for the news, Ed. I wouldn't have mentioned the heated garage however - some of us might get jealous! JD)*



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Michael Shore

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### Classified:

- Andrew Grant, our Morgan friend, apparently has four nearly-new Michelin 'Redline' tires for sale, best offer. For all you 'original' freaks, Andrew can be reached at (613) 987-5475.
- Colin McCallum has decided to sell his 1973 TR6 restoration project (including his recently completed frame). In addition, Colin has a fresh engine, plus extra items such as a second interior, and so on. Contact Colin at (613) 756-0672 for more details. Asking price is \$2,500 for all.
- Randy Hildebrandt has various TR6 parts for sale: if you need something for spring, give Randy a call and he can likely help out.

### Next Month:

- Remember - the meeting is on **January 22**. Hopefully, the bad weather will end, the days will get longer, and the summer of '96 will be upon us!
- More plans for the Canadian Classic. Also: if you want to volunteer some of your time for Richmond and/or the Classic, please speak up!
- Lots more!

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  
fx:820-1288

John Day  
Editor  
723-9876

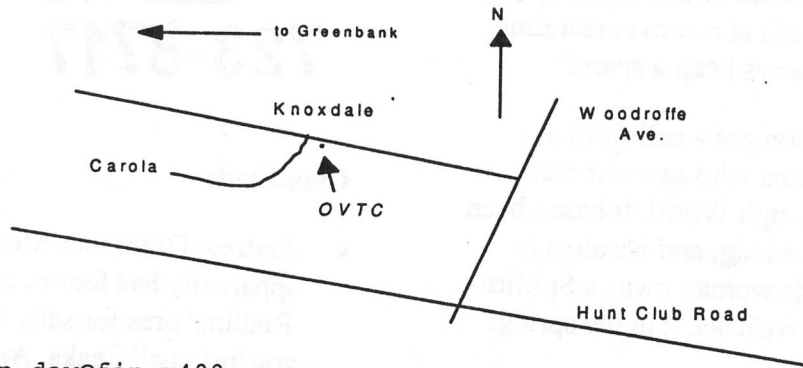
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Membership is open to all individuals and companies interested in Triumph sports cars. Membership is \$30.00 per year (June/June) per household and \$60 per year, corporate.

The OVTC is a member of the British Car Council and is affiliated with the TR Register (UK)



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