

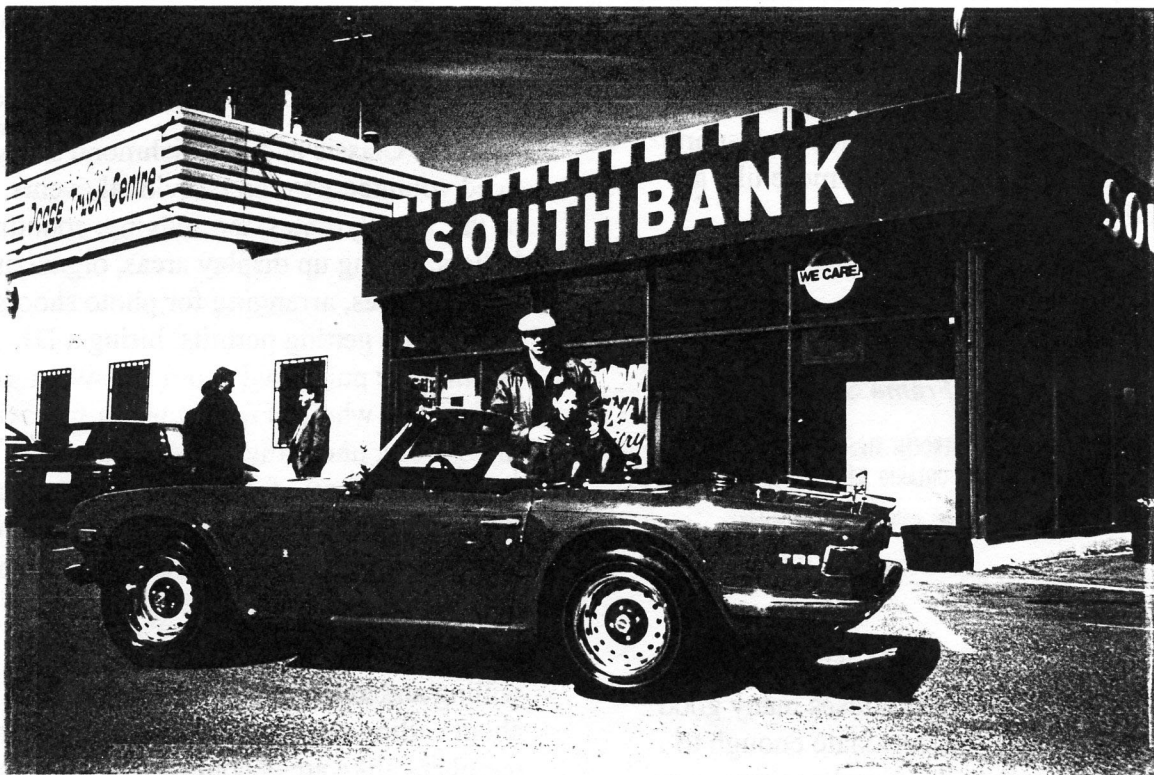


VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

April, 1996

Clive Gets Lucky!



In This Issue:

- *The "Presidential motorcade" forms!*
- *Canadian Classic registration form inside.*
- *Calendar of Events for 1996.*
- *Plus much more!!*

Cover: Here's Clive & Kathleen Law with Clive's new 1972 TR6 outside Southbank Dodge. To find out how Clive WON this car, keep reading!

Editor's Note: (John) - Well, I made it. I got my car on the road while still in March. I located my clutch slave repair kit and installed it on the 31st, and was able to go for a brief spin up and down Baseline Road before sunset and dinner. When (or if!) the warmer weather arrives, I should be ready!

I heard this on the news today (April 10) - apparently we are all tired of this winter season, but this takes the cake: a death threat has been made against "Wiarthon Willy", the groundhog that predicted an early Spring on Groundhog Day a few weeks back! That threat couldn't have been made by a sports car fanatic, could it? Sounds more like a crazed golfer to me!

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Some Words from our Prez:

The upcoming season promises many good things for those of us fortunate enough to have a sports car to drive and gas money to make it run! We can look forward to Sunday Fun Runs, Rallies, events held in conjunction with other clubs such as MG and Morgan, our very own Richmond show, and this year, the 11th Annual Canadian Classic.

How does a club of just 65 to 70 members accomplish all this? For some of us, a small core group, we know what the answer is - working long hours to make the club enjoyable for all of us. But this small group

cannot continue to do ALL the work. The club needs new ideas, new faces and new enthusiasm if we wish to continue enjoying our cars in the company of other, like-minded, Triumph owners.

In the next few weeks I will be calling on the membership to ask each and every member what he or she is willing or able to do to support the club. We don't need money, just your time and your ideas. I know that some members can only volunteer an hour or so for Richmond, and that's great! But if you can find time to do a couple of hours of set-up, or planning, or clean-up, or judging, or meeting, or co-ordinating, or those members who have been handling those duties for the past few years can go on to do something else.

Both the Classic and the Richmond shows need volunteers to run individual events, such as the TR Olympics, the Judging, counting ballots, setting up display areas, organizing food services, arranging for photo shoots, promotion, getting permits, hiring a DJ, running the pub crawl and more. We need individuals who can follow up on some of these areas, under the guidance of the Executive. Many of these events are already well into the operational stages, but it is too much for 5-6 people to complete. We need help! We need your help!!

Please don't wait for me to call if you're willing and able to pitch in. Don't be shy about calling me. New members and founding members alike are encouraged to offer their assistance for any single aspect listed above. If you have any new ideas about these events, we would love to hear them. I can be reached at 820-7350. Thanks!!

And thank you, Clive! Volunteers can also call me (John Day, 723-9876) as I am again volunteer co-ordinator for Richmond.

A TR6 for \$50, you say? B__S__! Well, it's true, and it even runs! (by Clive):

It had started innocently enough - a phone call from a prospective member, a comment about cars and did I know that a dealer "somewhere near Hunt Club" was raffling off a TR6?

A couple of quick phone calls later and I was headed down to Southbank Dodge to take a quick look at the car itself. Unfortunately, it had been driven down to Vars in an attempt to drum up slow ticket sales. Nonetheless, Norm, the salesman in charge of the raffle, showed me a Polaroid of himself sitting in the car - a bright red 1972 model. The deal was \$50 per ticket, with a maximum of 350 tickets to be sold, and the draw to be made at noon on Easter Saturday (this just over a week away!).

Don't ask me why - I had a perfectly good TR6 waiting for me at home, in fact it needs a repair job on the clutch - but I went ahead and forked over my Interac card for a ticket. I never gave any thought to what I would do with another "6". Unlike some members of the club who have made it a personal crusade to acquire every single TR6 model made between 1969 and 1976, I was quite satisfied with the one I had. Besides which, I never win at draws or games of chance.

So, imagine how I felt when I got home that Saturday afternoon and my 8-year-old son informed me that I had won a - Volvo?! Well what do you expect - he's only 8! A quick call to Southbank confirmed that I was the winner, a second call to my wife Elizabeth to let her know that we would soon have yet another money pit parked in our laneway, a third call to Juliano to make arrangements to pick the car up, a few more quick calls to other members of the club to 'rub it in', yadda, yadda, yadda - you get the picture. And as it turns out, only 92 tickets were sold!

Fast forward to Sunday afternoon. The car is now in the driveway. It is a recent repaint, a nice cherry red. The chrome is new, the

upholstery better than average. The engine bay is typical of a "driver" - this is no show car. It needs a little TLC, but only because it hasn't been driven for the better part of a year. A few small replacement parts, and the car will go on the market. I would love to keep it, as would Elizabeth, but the station wagon died this winter and, yadda, yadda, yadda, - you get the picture!

March 25 meeting:

After a couple of well-attended meetings in January and February, the March meeting was relatively modest in size, with roughly 18 people in total. Perhaps people knew that it was going to pour rain that evening and that kept them home.

At any rate, there was only minor business that evening, and no planned guest speaker. Clive introduced another prospective member who was out for that night: **Steve Bourne**, from Carleton Place, is the owner of a pair of GT6's - a Mk II and Mk III. Steve hopes to get at least one of them going shortly.

Clive then turned to the two events we will be hosting this year. Firstly, regarding the **Richmond Classic and Import Show**, Clive made an appeal for volunteers to come forward and make their services available. As volunteer coordinator, I have last year's list of entrance gate time slots available as a starting point, but we will also require some people to help with the initial setup in the morning and the tear down at the end of the day. There will be a meeting in May to arrange further additional support from the other clubs, but the great support from OVTC members will ensure another successful year at Richmond. Please feel free to call me (John Day, 723-9876) and let me know you're available and interested in helping that day! Thanks!!

Next, Clive gave a quick run-down on the second event - the **Canadian Classic**. While some of the finer details had to be discussed

with Toronto, we can at this point let you all know of the main items:

Firstly, the **Luxor Hotel** in Bell's Corners has been chosen as the HQ for this year's Classic. Clive has had them set aside 70 rooms for Registrants until July 8, so we should know by then how registration is going. The Luxor is ideally situated, as all activities for the Classic will be carried out in the west end of town. The Canadian Tire store next door should certainly come in handy, too!

Next, the **Villa Lucia** restaurant has been set as the site of our awards banquet. It is located on Carling Avenue, just west of the Britannia Yacht Club and Andy Haydon Park. I have been there in the past for a couple office Xmas parties, and the restaurant is well suited for a large gathering such as this.

Regarding the **Concours**, the site is **Hampton Park**, near Island Park Drive and the Queensway. This area is secluded and well shaded, though we'll have a better look once the snow is all gone.

The **Gymkhana** is to be held at the former BNR (now NorTel) parking lot at Corkstown Road. This is a huge lot, and NorTel were quite agreeable to let us use it. We might even call it the 'NorTel Gymkhana' if they sweeten the pot a little! The one remaining question was whether they would permit us access to use their washrooms inside the building for that afternoon.

The **double-decker buses** we used last time for our shuttles to the pub crawl and boat tour will be used again this time! It even turns out that the double-deckers are cheaper to rent than ordinary school buses! I suppose for most other events a double-decker is not that much of a novelty - for us, it's a must!

Clive is still in the process of arranging corporate sponsors for such things as registration gifts, door prizes, and the like. He asks that any OVTC members with some

corporate "pull" or other connections please call him at 820-7350 to discuss what prizes can be arranged!

It seems that the Richmond and Classic shows are shaping up nicely for this summer. It should be a great year to own and drive a Triumph. But then again - when **isn't** it a great year for Triumphs?!

Before we concluded the meeting, there was a brief discussion on how to best waken our cars from their winter sleep. If you haven't started your car in some time, it is important to first get the oil back up to the rockers and valves. the car should be turned over without the coil connected, and possibly with the spark plugs removed, to let the oil pump slosh some oil up top first. The engine should crank until the oil pressure gauge is reading something. If you're really ambitious you might even remove the rocker cover and manually douse the valve/rocker assembly with oil beforehand.

The gas in the tank (you remembered to top up last fall?) has degraded somewhat, even with gas stabilizer. Some articles I've seen even suggest you siphon the tank of that "winter gas", running it in the everyday car, and filling up with fresh premium a.s.a.p., but that may be a bit fanatical. Likewise the engine oil - if you didn't change the oil last fall, you certainly should before too long now. Oil loses it's viscosity even when sitting in the crankcase, so protect that engine with fresh oil!

The whole car should be checked thoroughly before any serious distances are covered. Hoses, belts, lubrication points - all should be attended to after their winter slumber. After all, if you don't like being woken up from a deep sleep, why should your car?

"Drive Your Triumph" Contest:

Clive called me last week to include in this issue a contest from the British Car Council

to encourage people to drive their classic cars more. If you plan on driving your car at least 3000 km this season, then contact Clive: apparently, you must show your odometer reading to a Club official (Clive) at or after April 1. That figure is recorded (sorry, no phone-in figures allowed); at the end of the season, the figure is again recorded. Prizes from the BCC are available for classics who pack on the miles this season. Call Clive at 820-7350 for more details.

Canadian Classic Registration Forms:

You'll find accompanying this newsletter a registration form for this year's Classic. For those of you who've never attended a big car meet, this is your best chance with the Classic right here in Ottawa (ie. no additional hotel fees!). We're also working to make it even bigger and better than last time. You'll have the chance to see some terrific cars and meet Triumph owners from near and far. Clive told us at the most recent Executive meeting that Charles Runyan, proprietor of the Roadster Factory, may attend this year's show himself if his schedule permits. We'll also have some other international visitors - keep reading!

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The Return of Lord Lashley:

Joe Lashley was in town for a few days last month to take care of some things for work. For an Englishman, Joe certainly had the luck of the Irish during his 5-day stay. From the Friday of his arrival to the following Tuesday,

Joe (and the rest of Ottawa, for that matter) enjoyed nothing but warm temperatures and clear skies. Joe caught his flight back at 6 a.m. on Wednesday, March 20 - and it began to snow at 6:30 a.m.!

Good weather wasn't the only luck that Joe had while he was here. He and Dave Snasdell-Taylor were the winning team at this year's Dart Tournament! The next day, Joe had his TR8 out for the season's first Fun Run. Sounds like a full summer already!

OVTC Dart Tourney - March 16:

I've already given away the big secret about who the big winners were. Now for the rest of the details:

We had another very good turnout for this year's dart tourney. A total of 15 teams entered the running. In addition to the 5 OVTC teams, there were 4 VW teams, 3 MG, 2 Lotus and 1 Jaguar team. Noticeably absent were the Land Rovers, who had been out in force in past years. The OVTC teams consisted of: Joe Lashley & Dave Snasdell-Taylor, Jane Benco & Martin Harasek, Clive Law & Dave Huddleson, Derek & Craig Holbeche, and Lori & John Day.

Dave Snasdell-Taylor amazed the crowd that day with a fine example of dartsmanship (is that a word?). Needing 62 points to win in one of the qualifying games, Joe told Dave to get 'double-11', followed by 'double-20' (you need to score a double-out to win). Lo and behold, Dave knocks of both shots like nothing! While the OVTC (Joe & Dave) took the overall championship, all other awards went to other clubs: both the Men's and Ladies' high scores (3 darts) went to the VW club, while the 'Weenie Award' went to Janet Dallaire of the MG club, for being the final person to score less than 10 points with 3 darts!

Finally, regarding the mix-up regarding the dates this year. To ensure that won't happen

again, Clive booked the 1997 tournament that same day. Circle March 22, 1997 on your calendars for the 5th Annual OVTC Invitational Dart Tournament (that is, if you even HAVE a 1997 calendar yet!)

First Fun Run - March 17:

Joe Lashley's good fortune continued on after the dart tournament, for the following day was the nicest yet this year. I think Joe would have driven his TR8 through a blizzard while he was in town, but there was no chance of that this time. The weather was perfect for an early spring run - an almost pure blue sky, and just enough warmth to keep the car interiors toasty.

For the inaugural run, there was Julio and Martin Harasek in Julio's TR3A, Joe and myself (John D.) in Joe's TR8, and Steve Lashley and one of Steve's roommates in Steve's Lotus Europa. We took a whirlwind tour south of town, including Manotick, Hallville and a stop at the 'Goose & Gridiron' in Merrickville for a St. Patrick's Day toast.

There was one minor incident to report, but fortunately it didn't involve either TR. The previous day at the dart tournament, Steve Lashley was teasing me about my hydraulic clutch requiring a slave cylinder kit, while his Lotus used a cable-actuated clutch. Well, wouldn't you know it - the cable came loose on the Lotus, leaving Steve at the side of the road! The Triumph Gods were smiling on me that day! Steve said "Ha - who'll believe you anyway?", forgetting that Martin had brought along his camera! To be fair, though, Steve merely had to fiddle a couple of minutes with the cable, and he was back in operation. "No fair", I said, noting that Steve didn't even have to crawl underneath the car to fix the cable!



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Triumphs on the Internet:

There's more and more popping up on the Internet for us Brit car lovers all the time. Two interesting sites I've recently come across are worth mentioning, as Lori & I visited both places last year in England:

The first site I found was the **National Motor Museum** at Beaulieu. The museum and grounds are part of the estate of Lord Montague, one of Britain's most famous automotive aristocracy. The Museum site has an alphabetical listing of all cars in the collection. There is also information to be found on historic Beaulieu, activities at Beaulieu (such as it's famous 40-acre Autojumble), and many other things. To find the site, Internet users can look at:

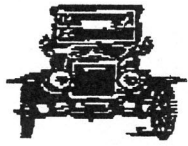
<http://www.itl.net/features/nmm/index.html>

The second site is for the **British Motor Industry Heritage Trust (BMIHT)**. This is the organization overseeing all aspects of vintage British motoring. From the home page, you can find information on all Heritage-approved motor vehicle specialists, a guide to BMIHT services (facilities, production records, etc) and a description of the Road Transport Museum at Gaydon, near Stratford. This was an incredible museum to see, and the number of Triumphs alone in the collection is impressive. The BMIHT home page is:

<http://www.ipl.co.uk/MG/herit00a.html>

Finally, the OVTC and the Classic are mentioned on the Internet. The Triumph

Home Page' now has the OVTC listed under North American Triumph clubs, and the Classic is found in their Calendar of Events. Hopefully that will help our cause for this year!



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The "Ultimate Fun Run" is on:

Some more good news for the Classic. Just today (April 11), there was a message on my answering machine - it was from Rainer Reinhardt, calling from Germany! He had received my letter, and was calling to say that he and his friend Deiter were able to change their plans, and that they would be willing and able to attend the Classic in their TR4. They will be flying to the west coast on July 12, where they'll prepare their car for their re-creation of the "Shell 4000 Rally" of 1963. They'll fly out of Toronto on August 7. Sorry, Joe Lashley - the Northwest Territories won't be good enough for "furthest distance travelled" this year!

Roly also adds that his nephew is getting married in August. One problem is that the wedding will likely be in Windsor, so even if Roly comes over for the wedding, he likely can't make the Classic. Close, but not quite!

The "Body-off Club" continues:

Both Mike Crawford and Randy Hildebrandt are working furiously to get their cars ready for this season. Mike's bodyshell is in the final stages before painting, while his rolling chassis sits waiting at Brian Mills's. Randy's

got his Inca Yellow bodyshell back from Milano's, and he's now fitting the wiring, steering, etc. around the dash area. We're going to see a couple of sharp cars once they're ready!

Oil Drips (by Julio):

- Dave Huddleson has almost cured the coolant leak in his TR7 Spider. What had been concerns about a faulty head gasket have been downgraded to merely trying to figure out how to gain access to the rear of the engine, the approximate area where the leak (a minor one at that) is originating.
- Malcolm Brown has removed his TR6's transmission (by himself!) to investigate his slipping clutch from last year. Sure enough, the bell housing was all fouled up with oil. Let's hope it's just the front transmission seal and not the rear engine seal!
- John Day has taken in his old 4-speed transmission to get rebuilt and mated to the J-type overdrive unit he's had for a while. Once that is done, he'll find some rainy weekend to pull the present unit and trade places with the new 'box.

Classified:

- **1980 TR8.** Green w/beige check interior. 17,000 miles, Florida car. A/C, 5-speed. Asking \$10,000 cdn. Call Andy Tierney (brother of John). (613) 727-5306.
- **1976 TR6.** Red, with black interior. Good solid condition - 47,313 original miles. Runs well, always garage stored. For more info or to view, call Bob LeMessurier at 829-5522.
- **1972 TR6.** Clive is looking to sell his recent prize. Give him a call at 820-7350, and he'll tell you about it.

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

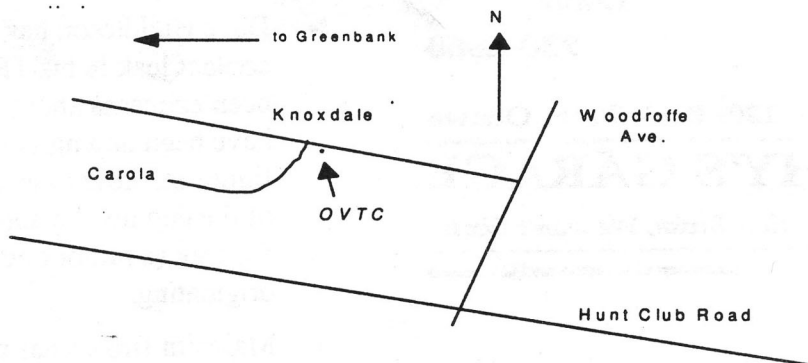
Martin Harasek
Vice-President
823-1276

David Huddleson
Membership
822-1315

Jane Benco
Treasurer
727-8113

Pat Mills
Regalia
825-1698

Julio Benco
Editor/Events
727-8113



Internet E-mail: john.day@fin.x400.gc.ca

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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