

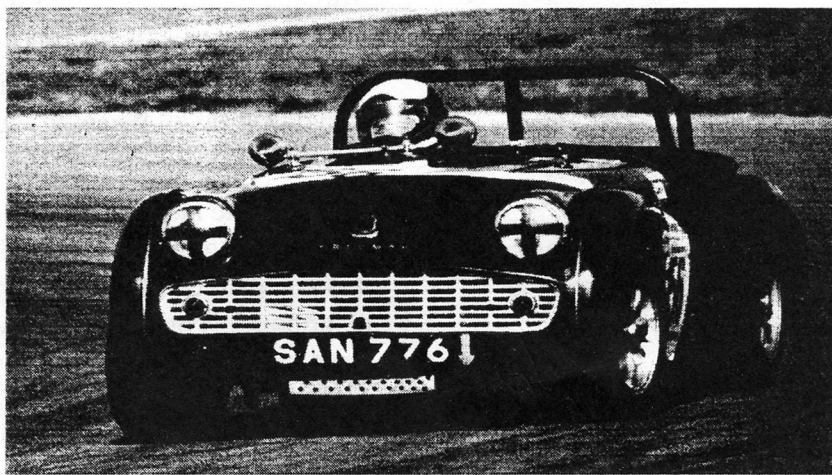


VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

July, 1996

Racing to the Canadian Classic!



In This Issue:

- *Richmond Show Another Success!*
- *Classic just around the corner!*
- *"OIL DRIPS", plus much more!!*

Cover: *That's Rainer (top) and Deiter, racing their TR's in Germany. They're now racing to the Classic!*

Editor's Note: (Julio) - I'm off to Picton for 2-3 weeks of work - back for the Classic!

Editor's Note: (John) - We're approaching mid-season for this driving year, and so far there have been a few good events, topped off with another great Richmond show. As we head into the second half, the big out-of-town events (Bronte Creek, Stowe, Watkin's Glen) approach. I'm able to put more faith in my TR6, as I replaced my busted ignition with a spare from my boxes o' bits, and John Pritchard solved my clutch woes with a simple large wrench (see "oil drips"). The weather this season has been relatively cooperative as well, so we'll see how the rest of 1996 turns out. Hope to see everyone at the Classic - it'll be a great time!!

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Richmond Show -- June 23, 1996:

Another Richmond show has come and gone, and again the OVTC has come through with shining colours! Let me first say, as volunteer coordinator, that without the help of the OVTC membership, this show would not be possible. You all deserve a pat on the back!!

As for the show itself....

The weather prior to the show was not encouraging, as it had rained hard for most of Saturday. Nonetheless, the forecast was for a

good day: sunny with a few cloudy periods and a high of 23 - just about ideal. We certainly didn't want another scorcher like last year. Waking up Sunday morning, the first thing I did was look outside. Not a cloud to be seen - YES!! This was going to be a good day!

After having my shower I looked outside again. It had only been 15 minutes, but the sky had turned gray and looked as if it was about to pour! Not now! Lori and I loaded up the car and left at 7 for Richmond to help set up. We pull in and no-one else has arrived. "What's going on here?" I thought to myself. After 5 minutes, the convoy arrived with all the goods: Juliano, Brian, Mike Crawford and Steve Bourne all wheel in together. Now we're cooking!

A short time later John Carr arrived and began setting up the Jaguar Club display. He had cut a bunch of saplings from his (and his neighbour's!) property, and was jamming them in the grass in a certain pattern. What was this, we did not know. The Morgan club didn't arrive until somewhat later - uncharacteristic for them, given their zeal in past years.

Before long, it was past 9 o'clock - close to the advertised opening time. We look around - there's almost no-one here! Only about 4 clubs had arrived, and not many cars of any kind. The sky still didn't look too promising. Were people being scared off? It looked like this 2 years ago, but it was still a lot busier then by this time. I was beginning to think we were in trouble.

My skeptical side soon disappeared however, as the sun began showing through more and more. With more sun came warmer temperatures. Between 10:30 and 11:00, the crowds too began coming in, big time. It was as though a traffic light had changed, as we instantly went from a trickle to a torrent of cars at the gates. Whew!! Ed Kaye (who has

a newsletter reporter's nose for detail) had made a count of all the classic cars there that day. There were some interesting statistics: would you believe there were more Jags than MG's there? Well, there were. Each year also seems to bring out something different, as well. Two years ago we had the BMW Isetta 'bubble car', then the 1953 Alvis 'Gray Lady' saloon last year. Side-by-side this year were a Ferrari 308 and a Morris 8 (the Morris was trailered in!).

There was plenty of interest in the OVTC at the Richmond show. From that day alone we have already signed 3 new members, and have had several inquiries from potential members. There were plenty of never-before-seen cars there also. Derek was particularly delighted in seeing a red convertible Herald arrive. It appears to be a local car, though I've never seen it before. I have seen a white convertible around town, but not red.

Everyone was wondering before the show - would the Morgan club lose their hold on the 'Best Display' award. It turns out that they did, but no-one suspected the Jaguar club would be the ones to do it! The Jag club's "Jungle Cat" display was a runaway winner with the votes. The OVTC came second and the Morgans came third this year (I guess it's back to the bales of hay for the Moggies next year!).

Following the drawing of ticket numbers for the various prizes (which took a long time as apparently a lot of numbers belonged to people who had already left), the show slowly dispersed. All displays were packed up, and Richmond was finished for another season. All in all, another good show (and we stayed dry, too!). See you again next year!!

June 24 meeting:

We had another strong turnout for the June meeting. Considering it was the day after Richmond, cars were still on people's minds,

I guess. Despite competing for parking spaces with the softball teams also at the site, we still managed to squeeze everyone in. Clive was otherwise engaged that evening, so Martin Harasek assumed the role of M.C. for the meeting.

We briefly discussed the day before at Richmond. In the end, we had a pretty good show, although attendance was down a bit from the year before. Considering the difference in the weather compared with 1995, we would have been hard pressed to do that well. It's amazing what difference a sunny day makes. We were lucky to have stayed dry all day, nonetheless.

New members were in abundance that evening. Guys - I must apologize, as I've misplaced my notes from that night and cannot recall your names or cars. I promise to rectify that for next month's issue.

Having dispensed with the Richmond show, our thoughts (and the meeting agenda) turned to the Canadian Classic. While Clive was not there for the precise details, we passed on the details of what we knew of Classic plans to that point. Further details are provided in the 'Classic' portion of this issue. What we have found since the meeting is how hard it can be to find a suitable location for a Concours (and get permission to use that site).

Despite the fact he had just finished a long, busy day the day before with the setting-up of the Richmond show, Brian Mills was nevertheless ready to have another technical seminar for those at the meeting. The topic for this meeting was not a simple matter: "Crankshaft/camshaft/ignition phasing". Even the name is ominous! Brian had been doing his homework on this topic, as he had recently been up to his elbows in engines, helping assemble engines for Mike Crawford and Randy Hildebrandt. Both these guys have added performance camshafts, so setting the engine up properly is a must!

Just when you feel you're making progress as a DIY mechanic, along comes Brian to scare the bejeezus out of you by describing a portion of automotive mechanics that is very precise, and something you want to be right the first time (otherwise you likely must remove the engine again!).

Membership Renewals Late:

I know I said last month there would be no more newsletters for those who haven't paid up for 1996/97, but there are several late payers who we know will pay up with a little reminder. Well, *THIS* is your reminder! Don't feel bad if you're not paid up yet - our Prez and VP have yet to pay, also! Once again, check your label: according to our latest records, renewal dates are as indicated. This time, *Final* means that. Sorry!

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Canadian Classic Approaches:

Clive will be providing further details at the July meeting, but all is looking good for the Classic. Confirmed registrations stand at 65, with a few more 'verbal' sign-ins yet to pay. It's doubtful we'll get to the record we set in 1991, but we're receiving heavy competition for U.S. TR's from the VTR meet in Albany, N.Y. We expect to get a number of last-minute and same-day registrants as we did in 1991, so we should hopefully break 100.

Rainer & Deiter are still on their voyage across North America, and are expected in time for the show (details below). We do also have some long-distance travellers from both

Canada and the U.S. side. With others coming from so far away (& abroad!), we would like to see as many Ottawa Triumphs at the show as possible. For anyone not familiar with attending a car event, this is the perfect opportunity for you: you're right here in Ottawa, so there's no accommodation expense; an unusually large number of your own club will be on hand, so you won't feel like you're all alone; you already know your way around the city, so there's no need for maps; there's a great list of activities planned for every afternoon and night. Shall I go on? Oh, yes - the hospitality suite and Hart beer!

Clive would like me to add that we need some volunteers for various activities during the Classic: Registration desk (especially on Friday); parking guides and grounds officials for the Concours; bus officials/ushers for the pub crawl & Awards banquet transport, and so on. Please call Clive (820-7350) or speak to him at the meeting if you would like to help out in any way!

Daisy Mae Tries It on 3 (Derek Holbeche):

June 12 had been a nice day. My Herald, Daisy Mae, was ready for our trip to the Boot'n'Bonnet Club meeting in Kingston (hope the road was better than last year). Isobel decided not to go - was it her injured shoulder or women's intuition? The drive was pleasant, over an hour there and the road was improved. We were the second car to arrive, followed very soon after by several more. As in the OVTC car park a lot of tire-kicking, chatting and information was exchanged, and then in to Denny's Restaurant for the meeting. Yes, food and drink could be purchased in the meeting room - most civilized! I was part way through my banana split desert when the meeting came to order.

After the meeting, 'good night's were exchanged, then Daisy Mae and I started for Perth. It was still a pleasant evening, nipping along at 50 mph. Arriving at Westport,

something didn't feel right with Daisy Mae - a little rear wheel shimmy. I pulled over and checked my wheel nuts - all o.k., so off we went.

Passing the Cove Restaurant, something did indeed sound wrong, so speed was quickly reduced. A few yards further on, the left rear corner dropped, a bump was felt, then the front swung to the right. There was enough momentum to get off the road and stop in front of a house. I got out, and as suspected due to the stance of the car, one missing wheel! There was no sign of the wheel in the road and my first thought was that it had gone to the left where there was a lake - just my luck if it did!

The time, by the way, was about 10:30 p.m.. I went to the house nearby to explain that I would collect my car in the morning. The lady of the house loaned me a flashlight, and then came out herself to help me look for the wheel. No luck! I arrived home by cab.

The following morning, I returned with the car trailer and there, leaning against Daisy Mae, was the missing wheel! The lady of the house had said the garbage man had found the wheel in a neighbor's driveway. As the axle had to be removed, Daisy Mae is now undergoing repairs, eg. new bushings, etc.

(That sounds like some adventure, Derek. Let us know how the repairs make out. Ed.)

TR-MG Croquet Tournament:

The OVTC's chance to defend the Croquet title came last Sunday. The TR side was represented by the Day's, the Lashley's, the Harasek clan (Martin's brother and nephew were over from Austria), Jane Benco, Bruce Young and Derek Holbeche. A slightly larger group of MG's were ready to do battle at the home of MG-ers Len & Debi Fortin.

In the end, the MG's were victorious, as each side won a first-round victory. The TR's couldn't hold back the desperate MG push in the final round. Juliano will have to reorganize his basement TR corner, now that the trophy is gone for the next year. Len & Debi put on a great post-game feast for everyone - they are great hosts (even if their lawns are fairly bumpy!), and we hope to meet them again on the 'Field of Dreams' next year! Thanks, L&D!

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Triumphs on the Internet:

John Pritchard and The Sports Car Factory now have their own home page on Internet. It's located at:

<http://www.inter-space.com/scf/index.html>

There is a category called "bedtime stories", for personal stories and anecdotes (similar to Derek's). Drop them a line or a story if you have one!

The 'Ultimate Fun Run' is on:

As you read this, somewhere in North America are Rainer Reinhardt and his friend Deiter Seidel, (hopefully) barreling along in their newly-purchased TR4. I spoke to Rainer on the phone about a week before they were due to fly out: they apparently had decided to fly direct to Los Angeles, where they would take the TR4 for a "test drive" up the Pacific Coast to Vancouver, before they begin their cross-Canada 'Shell 4000' re-creation. Rainer

said they would check the entire car over thoroughly before leaving, and knew they had to put a new clutch in the car before they left, but that was only 'about a 3 hour' job! (Holy Pit Crew, Batman!).

I had given Rainer the number of John Kutarna in Regina, Saskatchewan. John was the 1991 Classic 'Long Distance' winner in his TR3A. I had spoken to John a couple of weeks earlier, and he said he'd be glad to have Rainer call as they passed through town. Rainer had attempted to contact as many TR clubs on their route as possible - that is how we heard from him in the first place, via "Triumph World" magazine. One additional contact en route was appreciated.

I was mentioning this TR holiday to one of the gents at the Morgan Club display at Richmond (remember the guy in the bright orange sportcoat?). When I mentioned the Shell 4000 re-creation, this guy says to me: "I helped originate that rally back in the 1960's". I'm going to contact Andrew Grant to get this person's name and number. If he would be willing to come out and meet Rainer & Deiter, and perhaps have some rally memorabilia for them, I know they would be thrilled.

OVTC member Pat Zakaib also mentioned to me that a friend of hers, Gavin Conway, writes for an automotive magazine in England, and on a recent visit he expressed an interest in running a story on the Classic and on the German TR4 odyssey. I'm sending Gavin some of what Rainer has sent me, and we'll put together some of the best Classic pictures we can find for Gavin to use in his magazine.

Oil Drips (by John):

- Joe Lashley had an unfortunate run-in with a deer on the Picton tour 2 weeks ago. The TR8 had over \$2,000 in

damage, and apparently the deer (a mature male) got up and ran off into the woods, despite being thrown over the top of Joe's car!

- Julio's TR3A is up & running again. John Pritchard did some nifty chassis fabricating and welding to the entire passenger-side beam, front to back. Julio was a bit worried as flames from the welding torch were licking up over the cabs in the engine bay, but it didn't worry John!
- Our two 'Body-off Club' members, Mike and Randy, are nearly ready with their cars. Unfortunately, Mike's won't be ready in time for the Classic, and Randy will be working at his new job in B.C. by that time, so we don't get to see either car.
- John Day found the proper ignition switch for his car, so he's now starting his car with the proper ignition key and not an Allen key!
- When applying for a building permit for his basement renovations, John also asked about installing a pit in his detached garage. Expecting to be told that pits were prohibited nowadays, John instead found out that there is no objection with the city, provided the pit is constructed and reinforced properly. Hmmm!



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Classified:

- 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.
- **1976 TR7 Coupe.** Rust free (solid car). Requires TLC. Asking \$1,350. Call Tom at 258-0234.
- **1971 TR6.** Asking \$6,100 obo. The car is currently at John Pritchard's if you want a look.
- Randy Hildebrandt is having a 'Moving to B.C.' sale of all the various stuff he has accumulated from his TR6 parts cars the past couple of years. Give him a call at 825-7565 and he can probably help. Anyone looking for a factory hard top - Randy's got one for you!
- Julio has all the following items for sale:
 - ⇒ TR3 dash. revyniled with textured centre gauge panel. \$65.
 - ⇒ TR3 or TR4 wire wheels. 60-spoke painted, with hubs & spinners and 4-ply original stock size tires (very good), and 1 spare rim & hub. \$400.
 - ⇒ TR3 windshield (complete). Very good condition. \$225.
 - ⇒ TR4 tonneau cover (black) excellent condition - all snaps on it. \$145.
 - ⇒ TR6 soft top stowage cover (tan). Brand new (never used). \$110.

Call Julio at 727-8113 for any of these items.

- On a more serious note: I briefly heard something on the news lately about Ontario wanting to bring in annual emissions testing

for older vehicles - did anyone else hear anything of this, or perhaps save a newspaper clipping? This is always the sort of thing that politicians try to score points on - picking a small percentage of the driving population and making like they've made a big difference. With so few older classic cars (as a percentage of all cars) and considering how little per year we drive them, the government would be better off banning remote starters. My neighbour must let his car warm up 15 minutes in the winter, and it drives me nuts! And what about gas lawnmowers, riding mowers, etc.? These are about the most inefficient, polluting engines around, and how many of them are there out there?

Oops! Sorry, folks! I'll get off my soapbox now!

- On the bright side, I just got my renewal notice from Silver Wheels - \$257 for a full year on my restored TR6. Considering the high cost (often 4 figures!) for insuring motorcycles, our cars cannot be beat for summertime fun at low cost. Sure, all hobbies cost \$\$, but you can't drive a stamp collection now, can you? Think about it!

Next Month:

- Canadian Classic (post mortem);
- Reports on Picton, VTR meets;
- OVTC Executive nominations (including newsletter editor!!)
- 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 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
fx:820-1288

John Day
Editor
723-9876

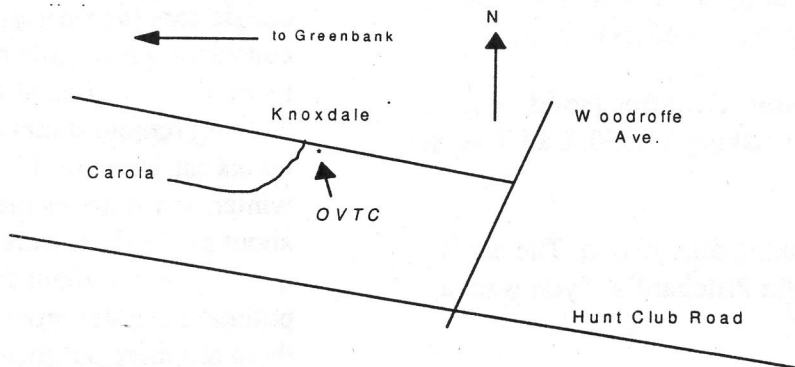
Martin Harasek
Vice-President
823-1276

David Huddleson
Membership
822-1315

Jane Benco
Treasurer
727-8113

Pat Mills
Regalia
825-1698

Julio Benco
Editor/Events
727-8113



Internet E-mail: day.john@fin.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)



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