



# VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

September, 1996

## Nice TR3A at Watkin's Glen



### *In This Issue:*

- *BBQ at Benco's a big Hit!*
- *Watkins Glen - great cars, lots of rain!*
- *OVTC Crossword*
- *Plus much more!!*

*Cover: A very nice TR3A on the main street in Watkin's Glen.*

**Editor's Note:** (John) - I'm hoping we get a longer motoring season than last year - I don't want to see "the first snow" be a foot deep again. When the driving season does end, I can say that it was the best one since getting my car back on the road 3 years ago.

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### August 26 meeting:

The August 26 meeting was a BBQ for club members to celebrate another busy summer season. The Richmond and Classic shows were big hits (as we knew they would be!), and this was a way to just relax and celebrate. A strong turnout was on hand for delicious burgers, hot dogs, salads and various other summer goodies.

Clive Law gave a brief speech on the recent past and future for the club. Firstly, the Classic was a success for both our club and the Toronto club, and we can look forward to next year's Classic to be held in Peterborough. Next, regarding regalia, Clive announced that he has been able to get bronze copies of our OVTC grille badges produced at a lower price than the previous aluminum badges - about \$25 or so. More details will be available at the September meeting. Clive has also ordered OVTC name pins with blank facings: anyone wishing a name badge can buy a blank, then get his/her name added at any kiosk which offers engraving. Finally, the club will be looking into having lapel pins with the OVTC crest made available in the near future. I for one would be interested in having some of

these items, as they make great items for swapping with other participants.

Finally, Clive turned to the upcoming elections (see the section below). He mentioned how he perceived the club fracturing into two groups - one a sort of 'clique' where the same people always seem to be at all events, and the other group who are much more reserved in their participation. A change in executive is the first step in uniting both factions again and making the club more cohesive, and permits the club to explore new roads (pardon the pun - I couldn't resist!).

Following Clive's address, we returned to what we do best - kick tires, shoot the breeze, and enjoy our common interest - Triumphs!

### OVTC Executive nominations in Sept.:

Many of the executive (including yours truly as editor) have expressed to Clive their desire not to repeat in the same capacities another year. Fortunately, there has been a positive interest in other parties for these positions. The September meeting will finalize the nominations for the OVTC executive for the coming 12 months, so please try and attend if you can. This is where your membership counts most, and where your opinion on the running of the club can make the most difference.

The nomination committee of John Tierney and Ed Kaye have been working towards the transfer of control to a new executive group, and they will be coordinating the process of nominations and elections for the various positions. The elections will take place at the October meeting, so please try and turn out for both meetings. Hope to see you there!!

### Canadian Classic Photos -- a final chapter (by Derek Holbeche):

This article missed last month's newsletter. The photo session this year was going to be taken on the "Lost in Lanark" run, but due to the lunch change to the opposite side of the river it was cancelled until the TR Olympics had finished.

Those who wanted pictures then came over to the "Olympic Lawn" where Derek clicked away.

The camera was loaned to us by Hugh Henderson of Pictures Perth. He also supplied the film. As Hugh could not attend the Classic this year, getting the exposed film back to Hugh took some organizing. Toronto club member Mark Hord was holidaying in the Perth area when he heard of the Classic, and decided to attend the games and Concours with his 'French blue' 1976 TR6. When Mark heard that the film had to get back to Perth for processing, he volunteered to take it with him and return the pictures to the Concours.

When Mark got to Perth, Hugh was just closing shop, but Suzanne stayed behind to develop the film and make the prints. We thank Hugh and Suzanne for providing this service, as all those who received pictures were delighted with them! DH.

#### **Vintage Grand Prix at Watkin's Glen:**

The Vintage Grand Prix was the big U.S. event for many OVTC members. Those who attended were the Days, Bencos, Lashleys, Robertsons, Pattersons, as well as Bob Thomas and David Snasdell-Taylor. Half the group came down Thursday to attend the in-town festivities, while the other half arrived later on Friday and prepared for the race weekend.

I would be amiss if I didn't mention the first 'highlight' of the weekend. As I was packing the TR6 for the trip, I was taking along some valuable items should the need arise - a spare coil, points, rotor, condenser, plus seal kits for both clutch cylinders. The 70-piece tool kit was a must, of course. One problem: my spare tire was at present holding up one corner on the parts car(cass) in the back yard. Should I bother to remove the spare and jack up the parts car? "Nah" I said, thinking how unlikely it would be that I get a flat (more likely to need a coil?). You can guess what happened by now - about 20 miles from the Glen, Lori & I hear a "whup, whup" sound from the rear. I quickly pull over. That's right - a flat tire! A fat lot of good my coil is going to do now! When Julio

and Gord turn around and back track to us, they see me shaking my head in disgust. "What's wrong" says Julio. "I got a flat" I growl. "So change it", he says. I tell him I don't have a spare, just a redline tire that I tried to flog at the Classic. "I don't believe it", he says. "You have a half-dozen redlines, 10 wheel rims, but no spare tire in your car!" Anyway, we use Julio's TR3A spare (same 4-bolt pattern) to limp the TR6 into the Glen. Next comes the big job - getting it fixed! My Michelin XAS tires use tubes, as do redlines. Not many tires do, however, so I had to hope to find a tube. The hotel clerk suggests a gas station right on the main drag a couple blocks away. I drive in and see a V12 XKE, an MGA and a couple MGB's. I knew I was in the right place. I got the tire tube (\$13.50) plus installation and balance (\$5.00), and change back from my \$20 bill! An important lesson - carry a spare!

Just before the flat, our 3 cars (TR3A, TR6 and E-type) were motoring along with Julio in front, when we suddenly jam on the brakes and come to a halt beside a wrecking yard. Why? Because we've reached 'Juliano's Auto Parts, Inc.' This Juliano must've thought we were nuts when another Juliano comes in and asks if we can take a couple of pictures!

As for the Watkin's Glen event, I highly recommend it for anyone looking for a nice getaway and chance to see some really nice cars at the same time. The Friday celebrations in town were very entertaining - the whole village turns into a big automobile celebration. There were events up and down the main street. Bob Thomas entered his TR6 in the Concours. For \$20 entry fee, he got a lunch, bottle of wine, and a parade lap through the city streets on the original race route. Unfortunately, Bob didn't win an award - the first 3 places went to a 1947 Cisitalia, a 1958 Corvette and a 1905 Packard that has been in the same family since new! Tough competition. Bob did get to meet and receive an autograph from Brock Yates, the famous driver who invented the 'Cannonball Run'.

After the downtown festivities on Friday, the men-folk headed off to camp on the infield at the track, ready to be awakened by the sound of revving engines the next morning. What we instead heard first was the sound of heavy rain, pounding down outside. The forecast had changed, and we were getting the outside edge of the hurricane from the coast. The next morning, Gord and I looked out, only to see Julio's tent had not held up well. He was using his daughter's old tent, and it was missing the canvas dome which seals the mesh roof. We had placed 6 mil vapour barrier over the top with duct tape, but the tape didn't hold up to the strong winds overnight. Julio and everything else inside were soaked that morning, so much so that he had trouble breathing that day, and decided to head home a day earlier.

The winds let up a bit on Saturday, but the rain rarely did - it seemed to be raining constantly for the remainder of the weekend. The best place was inside - especially in the Pit area, for that was where you could get a look at all the cars. There were Ferraris (Daytonas, Dinos, a 275 GTB and others), Ford GT40's, AC Cobras, Shelby Mustangs, Lotuses - more than can be imagined. The racing was fun to watch, but it would've been better with a dry track. The cars (especially the heavier U.S. stuff) had to take things more careful. Still, we got to see some neat spins! The vintage cars on hand got to take a parade lap of the course once each day. Unfortunately, the rain was so bad both times it was hard to enjoy it - top down on a clear day would've been much better.

After 2 days of almost constant rain, it was time to head home. Lori, Kim and Doreen had gone off to Corning and the shopping outlets earlier on Sunday, so Joe rode back with me while Steve went with Gord. We had some very heavy rain at times, but at least I didn't get a second flat (I was now very aware of not having a spare!) and we made it back safe and sound. As I said, despite the bad weather the show as a whole was a great deal of fun, and I'm planning on going again next year.

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### Lashley Family off to England:

Those globe-trotting Lashley's are on their way again - this time off to England. Their trip serves many purposes. Firstly, they are visiting family on both sides. Secondly, son Steve is leaving the nest, armed with his Commerce degree, to look for a job in England, hopefully with Lotus (as a test driver!), but more likely in the field of international business finance. Finally, they are looking to take in some car museums, perhaps tour some car plants (Aston Martin, Lotus, TVR are all possibilities), and hopefully hop over to Germany to visit Rainer and Deiter and watch Rainer race at the Nürburgring! Sounds like a full slate - can't wait to hear about it!

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### Triumphs on the Internet:

I received an E-mail from Rosy Good of the TR Register. They'll soon be getting on-line. I had placed a note in with the last newsletter I sent them, and her reply came shortly thereafter. The world just keeps getting smaller.

I also noticed a new home page for the New Jersey Triumph Association. I sent them an E-mail to say that we hoped their members had a good time at the Classic. Their president replied, saying they hope to come back soon, as they all had a great time up here.

### **Pewter Triumph Models for Ordering:**

The most recent issue of Triumph World announced the release of a new pewter Triumph by Mark Models, Ltd. of Birmingham, England. Anyone who has seen the pewter models at Julio's house knows the detail these cars have, and they come on their own wooden plinth ('plinth' - what a curious word), or on a simulated cobblestone road. I contacted the company at the address in the magazine, and I've received a couple of pages of their range of models, along with an order form. I'm suggesting that the club purchase a large amount of these, from which we'll pass on to the club members at low cost (we may be able to negotiate a volume discount. The range of Triumph models include TR2, TR3A, TR4, TR5, TR6, and roadster (sorry - no wedgies). We'll find out the level of interest in these models and place an order shortly - possibly in time to have them here before Christmas.

### **Tech Tip - Malcolm Brown:**

#### **COOL TR6**

If anyone else has found that they don't entirely trust their car's cooling system, especially on a hot summer's day in the thick of the rush hour traffic, then why not try an electric cooling fan.

Victoria British lists a complete electric fan kit, for conversion or supplemental cooling, starting at about \$150 U.S. (excluding shipping, taxes etc.). CTC however, lists the same sort of thing starting at about \$89CDN. I bought a 14" unit (Hayden brand) from the local Canadian Tire (\$109) and a temperature sensitive switch (preset at 180 degrees) from Young's Speed Shop (\$23). Hayden also supplies thermostatically controlled switches, but there didn't appear to be one that would fit

my application without costing me my temperature gauge.

At any rate, installation is dead simple. The fan unit is mounted on the rad, either on the grill or engine side, using special plastic rods and clips that are inserted through the rad core. This necessitates removal of the rad, which, on the TR6 at least, is really no big deal. Since my rad was a touch leaky anyway, I took the opportunity to have it recored (\$175 + tax at Capital Dominion). This is obviously a step that can be ignored if your rad is in good condition. The switch is similarly mounted through the core and should be located close to the return rad inlet for best results.

Note: For applications with the fan mounted on the engine side (I chose the outright conversion mode) the fan blade must be turned around and the fan polarity reversed. Alternatively, the fan can be mounted on the front of the rad to preserve the original appearance.

The wiring is also dead simple, and can be accomplished in a number of different ways, depending on your specific application. The switch has only two wire leads and comes complete with instructions, extra wire, and a 20 AMP fused inline link. One lead is connected to the positive lead from the fan, the other is directed to a 12 volt power source. Ideally, the power source should come from the ignition so that the fan will only run when the engine is running.

However, rather than tax the existing ignition circuitry any more than necessary, I chose to run a wire right from the battery. The wire is routed from the battery, through the fused link to a heavy duty toggle switch (the fan instructions recommend a 25AMP switch). Thus, when the ignition is off, I can flip the switch to ensure that the fan does not stay on and potentially drain my battery. This, however, is merely a failsafe, as the fan will not run when the temperature sensor has cooled off sufficiently below its preset limit of 180 degrees. Regardless, it was \$3.49 worth of cheap insurance.

Results: VERY, VERY positive, indeed! The car runs quieter, smoother, warms up quicker and, most importantly, cool as a cucumber (the thermostatic switch comes on / goes off right on cue!). Also, assuming my imagination isn't getting the best of me, I would swear the car has a little more poke, i.e., since I chose to convert rather than supplement my cooling system, I was able to eliminate the old fan, and heavy-as-lead mounting hardware. This probably reduces some of the stress placed on the engine.

Additional Note: the fan extension (part of the mounting hardware) serves a dual purpose. It not only thrusts the fan closer to the rad for cooling purposes, but also stops the vibration damper from coming loose. Thus, to provide sufficient clearance for the new fan, while keeping the vibration damper securely in place, the extension had to be shortened and a new (shorter) bolt installed.

Happy Motoring,  
Malcolm

#### **New Feature in Ottawa Citizen:**

Anyone who is a regular reader of the Ottawa Citizen has likely seen the first couple of segments of their new weekly Wheels section, published in each Friday issue. There is plenty of information for enthusiasts and, more importantly, a section which permits clubs to publish names and/or numbers for contacts. The OVTC should be appearing in future issues. This should provide our club with ready access to all those non-member Triumph owners (and we know there are several out there - we see their cars around occasionally). Let's hope the section keeps going for a while.

#### **OVTC Crossword:**

Here's a little brain-teaser - try to find all the words listed in the OVTC crossword on the following page. Take your time - you have a month before I publish the solution sheet. Good luck!

#### **Oil Drips (by John):**

- One thing I neglected to mention at the British Car Day in Kingston last month - we spotted a TR6 there which had a Toyota twin-cam six engine installed. It was quite the thing to see, and it went in relatively well. We all liked the use of the 'Rubbermaid' container for the computer module, too!
- Rumour is that David Snasdell-Taylor may be selling his TR3A before season's end. Does that mean the addition of a vintage motorcycle next spring, Dave?
- Overheard at Watkin's Glen: Joe Lightfoot will be going to England shortly to drive a 1904 Oldsmobile in the famous London-Brighton Run. How does this guy do it?
- John Day's neighbour has just bought a TR6 - the same year and colour as John's. Brown TR6 #2 is in very good original condition, and has under 20,000 original miles. Of course, if this guy had wanted a brown TR6, John would've traded for the guy's other car - a tri-carb Austin-Healey 3000.
- Speaking of tri-carb Healey's - I just got the 'Obsolete Automotive' newsletter. It seems they have a tri-carb restoration project for sale - \$3,900 US. Hey, Julio - now's your big chance to get a Healey again!

#### **Classified:**

- If he hasn't already sold it by now, David Snasdell-Taylor is selling his TR3A - \$9,500 firm for this nice, straight car. Call David at 592-5885 to inquire.

#### **Next Month:**

- OVTC Executive nominations - elections in October.
- Reports on the Bronte Creek and Stowe meets.
- solutions to OVTC crossword.

OVTC CROSSWORD

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          B O O T R
        Z S L A V E R E
      L N H A C           S A T
    S O O T I S           P D S
  M T C I S T M           I I A
  U R K S T N A           K T A M D T U
T F A H S R E L L E P O R P F T B K J D
R F I E I O R L G T I G N I T I O N O I B
S I L G E M M E M U S E N I L D E R R I O R
A U E H D S B F O S P A R K P L U G E N P A
C M R T L N E F U C O V E N T R Y B N T Y K
U P O S A A R I T F G N I R A E B E B U H E
L H M I R R G D H C T U L C 2 T T C T V O
      H X E T           R O K K
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 BOOT  
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 OVTC

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 RADIATOR  
 REDLINES  
 RIM  
 RIM  
 SLAVE  
 SMALLMOUTH  
 SPARKPLUG  
 SPITFIRE

STRAIGHTSIX  
 STROMBERG  
 TR2  
 TRANSMISSION  
 TRIUMPH  
 UJOINT

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

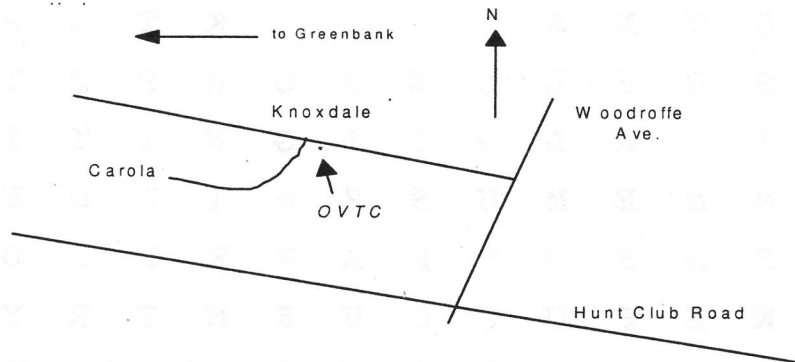
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Membership is open to all individuals and companies interested in Triumph sports cars. Membership is \$30.00 per year (June/June) per household and \$60 per year, corporate.

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



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