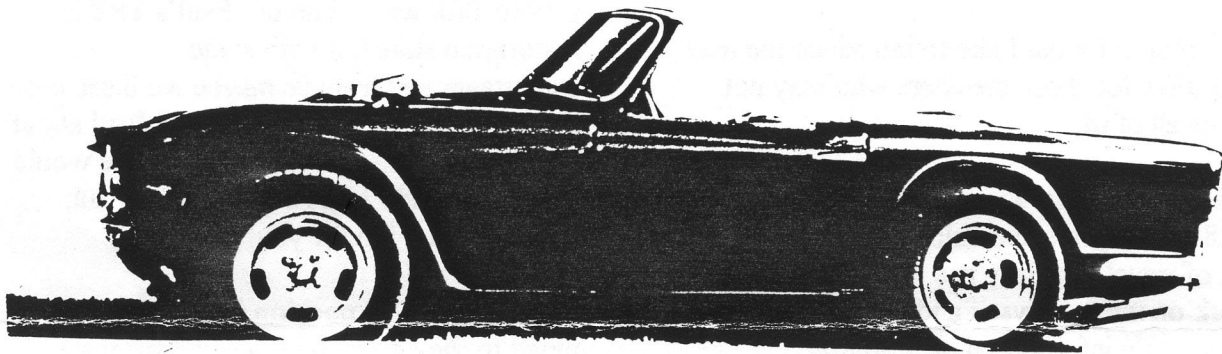




VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

OCTOBER, 1996



Nicest TR4 shown here (oops, it's mine, well what would you expect seeing as it's my first edition!)

In This Issue:

- October 28th meeting--special time and location--SEE PAGE 5
- New Executives elected in Sept. meeting
- Tuck your Triumph in for the winter
- Survey says...
- Plus much more!!

A Message from the President , John Tierney

During the banquet dinner at this year's Canadian Classic our new Overdrive Editor, Ed Kaye, asked if I would consider the position of President of the O.V.T.C. I was interested in becoming more involved with the Club but not quite to the degree Ed was suggesting. As a result of discussions with other members and past presidents, and assurances that I could be helpful to the O.V.T.C., I have proudly accepted the position of President of the O.V.T.C. I am looking forward to an exciting year.

This month I would like to introduce the new executive for those members who may not know all of us.

President - John Tierney - I have owned my TR8 for 14 years and enjoyed almost 200,000 km of travel and daily use. I do most of the work on my car myself and have gained a lot of valuable information on Triumph maintenance and restoration from members of the club over the years.

Vice-President - Bob Thomas - Bob has a very nice TR6 and makes very good use of it -- lately touring from Perth to Watkins Glenn to Fort Erie and back to Perth in one trip!

Editor - Ed Kaye - Ed has a TR4 and a GT6. He built his TR4 himself with parts that he has had since the 1970's. The GT6 is "under restoration" and we hope to see it on the road in the new year. I have known Ed through business association for over 10 years and I am looking forward to working with him at the O.V.T.C.

Membership - Jeff Patterson - Jeff drives a 1980 TR7 convertible that is in excellent shape and is very recognizable by its bright yellow paint. As you may know Jeff is a

member of our local law enforcement so when it's dues time don't forget (he has a gun)!!

Regalia - Ted Neilson - Ted has a very trick 1980 TR7/V8, white with a blue stripe. When I talked to Ted about the regalia position in the club he was very enthusiastic. I thought it was right up his alley since he runs this type of business and was responsible for providing the shirts and hats for the 1996 Canadian Classic.

Events Coordinator - Paul MacDonald - Paul has a lot of MGBs - but since he also has a 1980 TR8 we let him in! Paul's TR8 is in a restoration state but with some encouragement from us maybe we'll see it on the road next year. When I asked Paul about helping out at the O.V.T.C. he said he would love to but didn't know how. Well Paul, have we got a job for you!

Treasurer - This position not finalized. Stay tuned to the next issue of *Overdrive* for details.

I would like to thank Clive, John, Martin, David, Jane, Pat, Julio and numerous others for developing the club to the state it is in today. Great job folks! I hope you will all be able to guide us through this change. Your experience and expertise will be appreciated.

The future of the O.V.T.C. looks good. We must all work together to not only be and remain active members, but get more involved. So come out to the meetings, make contributions to the newsletter and join in our fun runs. We are planning interesting guest speakers, special locations for meetings, more family-oriented social gatherings and some great sites and excellent touring roads for our fun runs. Stay tuned to the newsletter for details.

From the Editor....

In spite of what you have heard or may think, NO! It was not a hostile takeover. Just the opposite, actually. Our past executive did (in this editor's opinion) a remarkable job in putting the year's events and shows together and just basically, had reached their limit - all of them had been on the executive for years and realized that it was time for a change in leadership - "new blood" as they say. Thank you to all of them from all of us.

The club will continue, and under the direction of the new executive we will all see some changes in the new year. We all hope these changes will be progressive.

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Triumphs on the Internet:

More and more local sports car clubs are appearing on the Internet. At the last meeting, it was suggested that perhaps the OVTC should join the ranks of those clubs who are 'surfing' the net. What do you all think? This will be something the whole club can have an input in.

Goodnight Irene, Goodnight Irene, I'll see you in my

The weather is turning, winter is approaching, hey , we have to put our baby to bed. It's an easy job really, just follow the steps and don't forget anything.

Obviously , in this part of the country, get it out of the elements, store it in your garage, a friend's,

or a commercial establishment (more on that later). Under the bonnet, begin by running the engine up to temperature, then change the oil and filter. At this point as well, you should change the cooling system antifreeze if you haven't done it for a couple of years. To minimize 'varnishing' in the carburetors, which is a condition caused by evaporating gas leaving a sticky residue, a can of gas stabilizer should be added to the gas tank, (available at C.T.C. as well as other places). Run the engine a bit so as to distribute the new mixture through the lines and carbs. The gas tank should also be full to eliminate condensation , as well as possible rusting in the uppermost regions of the tank.

Then remove the sparkplugs and squirt some oil into each cylinder, a teaspoon amount will do. Then turn the engine over a few times by hand so as to distribute a light film of oil throughout each cylinder. Replace the spark plugs.

Remove the battery, clean it, (baking soda works) and store it in a cool dry place, remembering to trickle charge it every eight to ten weeks. This will help it to last for years.

That's about it, although you may want to at this time change the brake fluid,(it does absorb moisture over time), and also it's a good opportunity to drain and refill the gearbox.

Under the car make sure it's nice and clean, lube all fittings, eliminating any trapped moisture in the grease. I also recommend getting a can or two of rust prevention spray, also available at C.T.C. or better yet, Krown rust treatment. Spray this stuff in all wheelwell areas and any where else moisture gets trapped in a Triumph (like everywhere!).

Jack the car up and place it on jackstands. There are two theories here, you decide... one is to support the frame thus letting the suspension "hang", the other is to support the suspension members so as not to allow a full droop on the components, which is un-natural.

Before pushing your Triumph to it's final winter home, wash and dry it. Waxing is also an option right now.

Clean up the interior and don't forget to moisturize the seats, dash, and any other area that is vinyl or leather.

And finally cover it with a good quality car cover, because it is your baby and it deserves it! All that is left is to look forward to some great winter skiing or some other type of fun in the snow.

Boyd's Vehicle Storage

The following service is offered to our club by Don Kerwin (phone 744-5767): \$360.00 for a maximum of 6 months, and \$75.00 for each additional month.

- battery to be disconnected upon arrival
- battery reconnected and charged upon departure
- Saturday accessibility
- temperature controlled building
- 24 hour security
- car cover available

Is this a good deal? I don't know, you'll have to call around and see for yourself.

A Letter From Afar

Dated September 25, Pat Onions wrote from near North Bay (Callander actually) how pleased he was to meet up with members of the OVTC ! The way I heard the story , Pat was doing his thing in North Bay when he ran into this TR4 decked out in sixtyish rallye garb. Having been in that same Shell rallye back in the early sixties, there was no doubt he would do anything to reminisce with the pilots of said TR4. To make a long story short, he did just that, and even followed them down to Ottawa for " The Canadian Classic". His letter continues the story...

"The coincidence of running into Rainer and Deiter, along with our trip to Ottawa still overwhelms me and I can't seem to get it out of my mind. Our sailing over the past few years has certainly put the auto sports field out of sight, out of mind, type of thing. However I have always had a nostalgic feeling for Triumph and this latest encounter may have been a reminder that I should indeed get re-acquainted with Triumph.

Since 1958 when we started the North Bay Auto Sports Club, all through the 60's and 70's I was heavily involved in the Auto Sports world. I rallied all makes of Triumphs and even tried ice racing a front wheel drive Triumph 1300, not very successfully, I might add.

We have sort of a club historian and I have asked him to go through accounts and pictures that might interest Rainer and Deiter. If any Triumph stuff turns up I will send it along to you...."

Thanks for your contribution Pat, even though you did not know you would see it in print! We look forward to any thing you can send us from the great white north, and thanks for your cheque for membership dues.



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THANKS FOR THE HELP

PLEASE, help the club to thrive by voicing your opinions and ideas, by telling us your stories and experiences with Triumphs. Contributions can be faxed, mailed, E-mailed, voice mailed, or even the old fashioned way, written down on a piece of paper and handed over at the monthly meeting.

Don't be shy, the more we can print, the more fun for all!

Just one hitch though, I don't have all the new executives handles, not even myself !! (I'm moving in a few weeks and don't have the new mailing address or phone number yet.) And I'm running out of time and have to get to press. Next month I'll endeavour to give you all that information.

My predecessor, John Day, will gladly accept any contributions on my behalf. His address is at the bottom of each page.

The Monthly Feature

(From the editor- As most of you know by now, I have a TR 4, so what better way is there than to start my feature with my favourite model.)

A famous quote "Modern cars are boring- that is why we'll always need sports cars like the Triumph TR 4".

In it's day , the 1962 TR4 was quite expensive. Including hardtop and overdrive, the base price was 1140 pounds, as compared to the MGB at 834 pounds.

Whether or not one could afford a TR though, one was inclined to look at all sports cars with admiration in 1962. There was very much a sports car mentality back then, not surprising when one considers the average car back then was a ponderous beast. Funny, the wheel has gone full circle again, this time because of the blandness of everyday cars.

There isn't anything like a TR4. Although similar in many ways to the MGB it is, at the same time, a very different proposition, and it takes a drive in one to appreciate that the TR4 is, in fact, a sports car with a great deal of character.

When Standard-Triumph changed from the successful TR3 to the TR4 just before the 1961 Motor Show, they announced a number of significant changes to add appeal to the car. The body was completely redesigned by Giovanni

Michelotti, the brilliant stylist who had set up his own studio in Turin in 1949. As well , Triumph gave the TR4 five percent more power and eight percent more torque than the TR3. In use, the engine is amazingly responsive and will power the TR4 forwards quite impressively, even when making upward changes well below the red line of 4750 rpm.

The TR4 has the same chassis as the TR3 but has a wider track for added stability. Rack and pinion steering was added, replacing the earlier worm and peg arrangement, thus adding yet another pleasurable element to the model.

The suspension was adequate, solid and firm, yet predictable. The live axel and semi-elliptic leaf springs was actually preferred to the IRS version which appeared as an option in 1965.

Nothing like the burst of acceleration, listening to the growl of the engine and the sound of the exhaust. It's a sound you sadly hear only infrequently today.

13th Annual British Car Day

I was fortunate enough to mix a little pleasure with business in planning a trip to Toronto for a couple of days of meetings last month. I left early Sunday morning and drove through constant monsoon rain storms trying to get to Bronte Creek at a reasonable time to see some of the show. Through out the pelting rain, lane closures, accidents and traffic jams, I was glad to be in my land yacht instead of my TR4 (shame on me - I know!).

As I got closer, it was apparent that it had not rained at Bronte Creek, but it was threatening to do so. Billed as the largest one day British Car Show in North America, I was excited to get there and check everything out. Question was - where to start first? Rain drops were starting to appear on my windshield again.

What an assortment of classics (even though about half had left by the time I arrived).

There were still dozens and dozens of interesting sights, including (in no specific order): Triumph TR2, TR3, TR4, TR4A, TR250, TR6, TR7, TR8, 2000, Spitfire, GT6's, Stags, Austin Healey, Bug Eye Sprites, Minis, Cooper S, Lotus Esprit, Europa, Elite, Super Sevens (12 of them!), Bond Bug (a three wheel job), Ford Prefect, Marcos, Landrovers (20 various types), Sunbeam Alpines and Tigers, Italia, TVR Vixion and Tuxon, Rovers, Morgans (all years), Volvo P1800 (sport wagons), Bugatti (1927), Morris Minors, Rolls Royce (22 in all), Jensen Healey, Jensen, Riley, Bentley, Jaguars (lots of models, old and new), Cobra, Vauxhall, Aston Martins, Cortinas, MGB (I counted 96), MGA, MG Midget, MGC, and MGB GT's.

Of interest also, was the fleamarket, selling everything new and used, from frames to nuts and bolts. There was even a frameless and fenderless TR4 for sale! (But I knew my wife would kill me...) Would I go again? Sure! But I would plan on a full day, so as to absorb the atmosphere.

October 28th Meeting
****Special Time and Location****
6:30p.m.
Landon Refinishing

This month we have been invited to Landon Refinishing. Owner/operator Brad Landon will demonstrate new products and techniques for renewing weathered and worn paint finishes. He will also show us some of his custom paint and body handywork.

Landon Refinishing is located west of the town of Richmond on County Road 10. From Richmond head west on County Road 10 towards Prospect and Franktown to Four Island Farms/Double J Boarding Stables on the right. (Note: Approximately 10 km. If you reach Prospect you have gone too far).

Turn right into the farm and proceed to the rear of the farm. The shop is located in the last building on the right.

The evening promises to be informative and entertaining, so we would like to see everyone out.

News Flash!!!

As per that mega info giant "THE KINGSTON WHIG STANDARD", there will be a three million dollar automobile museum situated in that city close to the "401". The not for profit museum would feature antique and futuristic cars at a six hectare site, currently vacant. Included in the complex would be snack bars, restaurants, gift shops, etc. The car enthusiasts who are backing the plan are expecting up to 100,000 visitors per year! The final details including funding etc. etc. are still to be worked out. What great news this is! What a great destination for a tour in the Triumph! What a great place for a car show, either as a participant or as a spectator. As your news-guy on the street I will try to keep you informed as to the progress of this late breaking story.

Future investments

This next little piece was actually in the Ottawa Citizen, although written by a 'SOUTHAM' correspondent... It's like the *buy-when-it's-down* philosophy of stock purchasing. Dave Brownell, editor of Hemmings Motor News, suggests cars that are not popular right now should become future collectables. He goes on to say that the Plymouth Barracuda, Ford Fairlane, VW Beetle, and AMX muscle cars (these are from the 60's) are starting to sell for more than five figures. They are, after all, becoming fairly rare. As well, the 1980-1981 Triumph TR8s are a good investment because, he says,

they are not the 'ghastly' TR7 but a 'Cobra on the cheap.' TR8's start at \$5,500.00 U.S.

OVTC MEMBER SURVEY

As all you faithful that attended the September meeting know, we had a survey. The purpose of the survey was to get some feedback as to what the members wanted to get back from the club. Are we, the executives, on the right track as far as representation goes? After all, this is a whole bunch of work, and if no one is enjoying it, then what is the point? Well the survey was a real eye opener for me, and you know what? The 27 that were at the meeting and answered the questions told me {and you, when you read on} that we are a strong club, and yes we actually do want to exist. Keeping in mind, in an organization such as this, that we do have various backgrounds, we lead different lives, have different interests; BUT we do love Triumphs. Period. So we get together once a month, more or less, try to forget all the hyperbole of existing in the nineties, and just enjoy what we can from the distraction we all have in common. Enough of my carrying on... survey says...

⇒ How do you feel about the present clubhouse and facilities?

25 Adequate 2 Inadequate

⇒ Would you prefer a different location?

8 Yes 19 No

⇒ If Yes, which area would you prefer?

1 East end 4 West end
0 South end 4 Central

⇒ Would you object to alcohol being available (i.e. a pub)?

1 Yes 26 No

⇒ Is Monday night a good night for you?

25 Yes 2 No

⇒ Is 7:30 p.m. a good time for you?

27 Yes 0 No

⇒ To maintain a strong and healthy club it has been suggested that our winter meetings be scaled down to perhaps every 6 or 8 weeks. What is your opinion?

12 Okay 2 Maybe 12 No

⇒ Do you partake in the summer Sunday afternoon fun runs?

1 Always 15 Sometimes 11 Never

⇒ Would you participate under a different venue, e.g. a specific destination, and/or planned event such as a rally, etc. that is promoted through *Overdrive*?

18 Yes 1 No 8 Maybe

⇒ Do you drive your Triumph in the rain?

12 Yes 1 No 14 Only when caught in it

⇒ What do you think about the \$30/year membership fee?

21 Right on 2 Too much 0 Too little

⇒ Would you be willing to pay a little more in order to get more, such as event prizes, or a fancier *Overdrive* newsletter, or to promote ourselves more?

11 Yes

14 No

⇒ Do you love your Triumph?

9,999,999 Yes !!!

Over the next few months all us new guys on the block will try to incorporate some (or most) of what WE all want to get out of being involved in the love of Triumphs. Again, we need your help and guidance, be vocal, be helpful. Send your thoughts via "Overdrive".

Oil Drips (by John Day):

- John Tierney's father buys Clive's red TR6, great way to get a new member, prez..., the way I hear it both got a great deal.
- John Day's neighbour , who lives only a couple of doors down from John, recently purchased a TR6, and as it turns out the serial numbers are only 55 apart!!! John bought his rocket in 1979 in Toronto, and here in Ottawa, after all these years a car made in the same day turns up literally next door! (John, is he in the club? Get to work on him.)
- "Kanata Dave" Snasdell-Taylor sold his sharp red TR3A, so we can hope to expect the new owner to join up soon, whom ever you may be.
- Doc Mills has nearly finished his storage garage. Pat has a small corner for her garden stuff, too.

OVTC Crossword - Solution Page:

Last month's OVTC Crossword game was provided by Steve Rudnicki. to show that Steve isn't a heartless guy, we've provided the solution page in this issue. Did you find them all?

Milano Auto Body

"Specializing in Frame Straightening"

75 ABERDEEN STREET
OTTAWA, ONTARIO K1S 3J5

"Parking for 40 Cars outside and 20 inside"

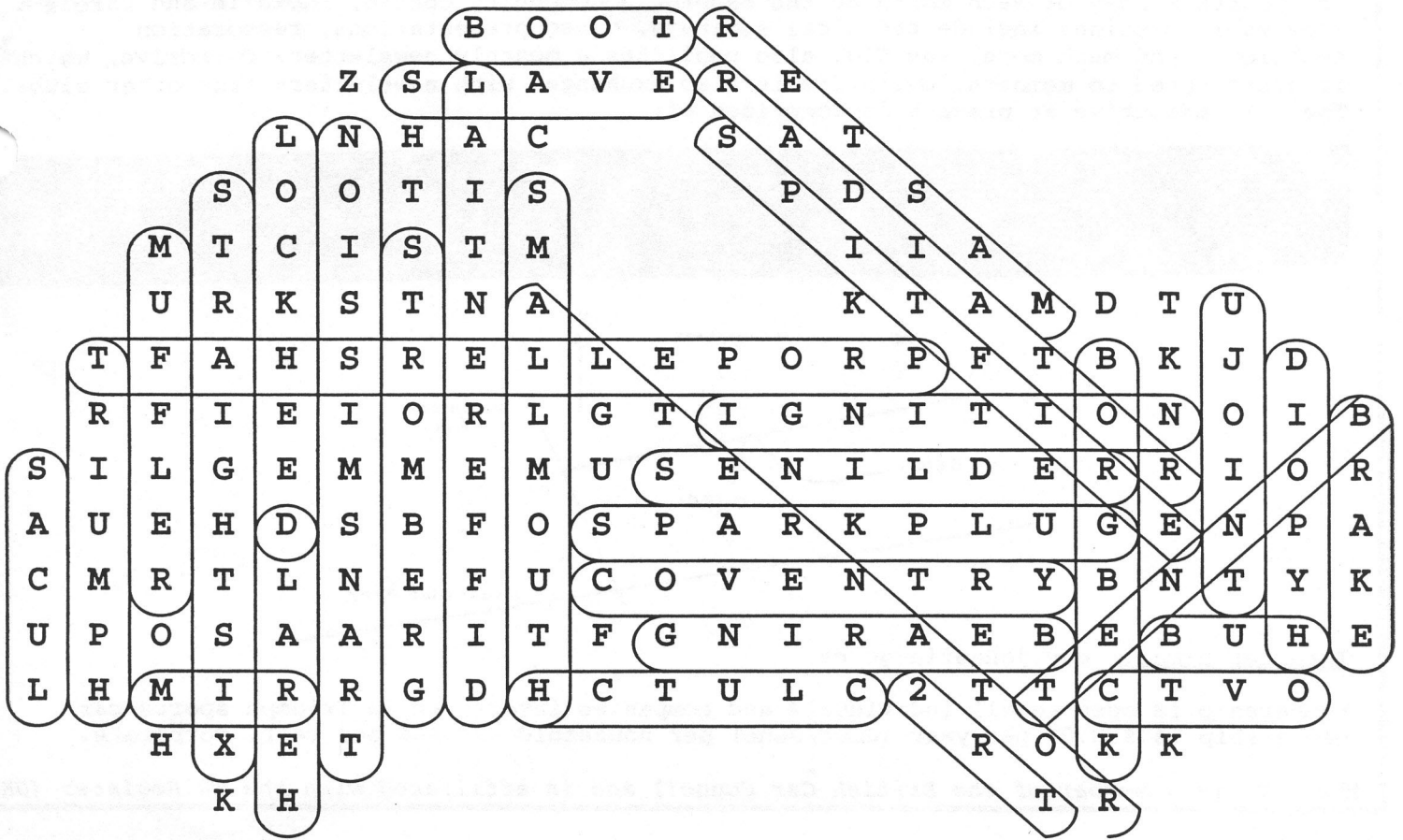
SARO PANUCCIO

Telephone 238-4165

Thanks!

Just a quick note here to thank my other half (and owner of the GT6 in my garage) for all her help in putting this newsletter together. I can type (as can a monkey) but without her expertise in assembling, cutting and pasting via computer this just would not have happened. Besides, maybe with such words of praise Vivien will assist in November!

OVTC CROSSWORD



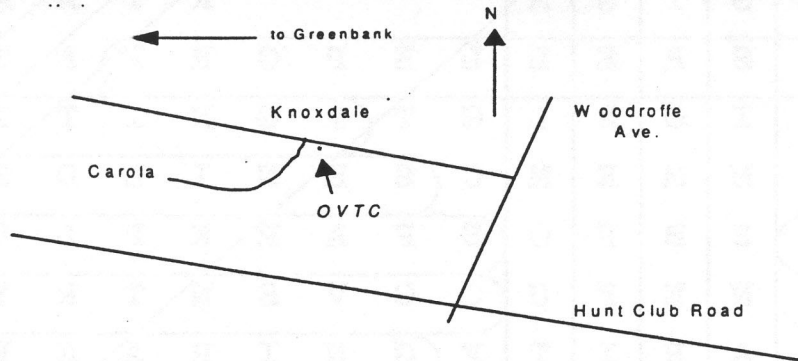
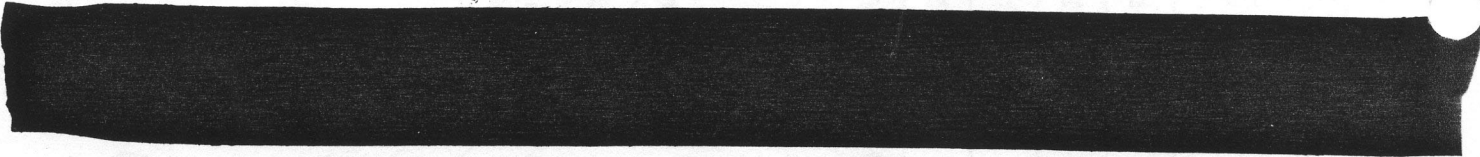
ALTERNATOR
RING
CONNET
BOOT
BORGBECK
BRAKE
CLUTCH
COVENTRY
DIFFERENTIAL

HERALD
HUB
HYPOID
IGNITION
LOCKHEED
LUCAS
MASTER
MUFFLER
OVTC

PROPELLERSHAFT
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:



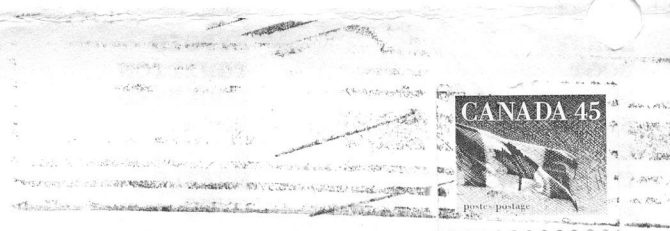
Internet E-mail: day.john@fin.gc.ca

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)



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