



VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

October, 1998



TR4 at Foreign Car Night

Canadian Tire, Hunt club at Merivale Sundays @ 5:30

- *The Continuing Exploits of Pat Onions*
- *Tips for Winterizing, available storage sites*
- *Plus much more!!*

Cover: That's Ed Kaye's TR4 photographed by Andrew Miller's new Digital camera at a recent Cruise Night. We should be seeing a lot more visual items from here on!

OVTC Executive for 1998-99:

September's meeting saw the formation of the Club Executive for the upcoming year. Most of the familiar faces are there: some are continuing on in the same roles, some others are doing something different, some new names join the group, while some others take some time off. Vivien Kaye was proclaimed President for 1998-99. In the absence of a nomination for treasurer, Vivien will also continue in that capacity. Bob Thomas continues as VP, as does Steve Bourne as an Events Coordinator. Jeff Patterson moves from membership to work on Events also, while Dave Huddleson returns to membership duties. Ed Kaye retires after two years being Editor, to be replaced by John Day and Andrew Miller. Carol Bourne will also assist on the newsletter.

Message from the President, Vivien Kaye:

So here I am as President for the year: let me introduce myself. My name is Vivien Kaye, and I have a '72 GT6. My husband Ed has a '65 TR4. I have been the treasurer of the OVTC for the last two years, as well as the phantom co-editor of the newsletter. In real life I am a Certified General Accountant and have worked as a volunteer in numerous organizations, including CGA Ontario Ottawa Chapter, the Mont Cascades Ski Club, the Labatt 24 Hour Relay and the United Way. I look forward to serving you as president of the OVTC for the next year.

I would like to thank John Day, past president for all of his hard work over the past year. I would also like to thank our outgoing directors, Paul MacDonald and Ed Kaye, for their contribution in the past year(s). To those directors continuing this year - I look forward to working with you.

I hope the next year will be a good one for the OVTC members. Any and all input from you the members is welcome as to how we can provide what you need in the way of entertainment, technical information and driving FUN! So don't be shy. See you at the October meeting!

Editor's Babble:

Just because I'm no longer president doesn't mean I can't babble! Actually, I'm just taking this opportunity to personally thank all the executive from last year, for it definitely is a team effort. And thanks to Vivien for accepting the nomination for this year, thus putting an end to all that talk of 'two-year terms'! Seriously, I'm looking forward to returning behind the scenes and working on the newsletter. The assistance of Andrew Miller and Carol Bourne will help the newsletter flow along smoothly. I'm sure Ed can attest that it is sometimes difficult to be creative and inspired on a monthly basis, a feeling I had from time to time when I last held this position.

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Newsletters by E-mail?:

It as come to our attention that as Ottawa is a heavily Government and high-tech town, a majority of the membership have access to E-mail. With our move to a 100% 'digital' (i.e. no more 'cut-and-paste') format, it is now feasible to E-mail the newsletter to most members and continue to mail the rest as usual. One advantage I immediately see is no more limit on the size of the newsletter, or in the number of graphics which could be

included. Larger newsletters (and the extra postage) could still be provided, likely at a lower cost than we currently see. We can talk this out at the next meeting, but feel free to E-mail your opinions to Vivien or John beforehand if you wish.

Common Interests?:

As those present at last month's meeting now know, Martin Harasek will marry Andrea Fortin, daughter of Len & Debi Fortin of the MG Club. While we're all happy for Martin and Andrea, it concerns us that Martin is marrying into a predominantly MG family (L&D own an MGA and an MGB, while Andrea has a Midget). Will this mean an upcoming move to a house with a double garage? If the British sportscar family must instead downsize, which one will stay & which one will go? Be strong, Martin! We're sure Andrea will "see the light" and join the ranks of 'real' sports cars! Anyhow, congratulations, you two!

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Winterizing Blues:

There's no denying it - those dark, cold days are coming. Time to put the cars away. Some tips:

1. Drive the car min of 20 miles
2. Change the oil - check Canadian Tire special (I know, I know) for oil change/brake inspect/tire rotation for \$29
3. Place a few drops of oil in each cylinder, replace plugs
4. Fill the fuel tank
5. Add fuel stabilizer. Gasoline tank condensation and water contamination is not a big problem as long as you fill the tank completely with gasoline. Just by limiting the volume of vapor space above the gasoline, in the tank, you will eliminate condensation related damage in the fuel tank.
6. top-off the master cylinder, steering box, transmission, rear end, radiator
7. Lubricate door hinges, hood (bonnet) hinges, Trunk (boot) hinges
8. smog the engine to guard against moisture in the carb(s)
9. Park the car on a tarp or other waterproof ground sheet
10. Disconnect and remove the battery - do not store on concrete floor, use a block of wood to raise the battery off the floor
11. Wash & wax the exterior, wipe vinyl surfaces with a protectant
12. Check each and every hose for loose clamps and rot. Also check the fan belt and steering rack bushings.
13. Check all electrical connections for corrosion or breakage. Ensure battery is fully charged from the morning drive (alternator condition check).
14. Seal the master cylinders by screwing the covers on lightly over a piece of plastic!
15. Cover with a snug fitting cover
16. Place steel wool in the exhaust pipe to deter rodents (Place note on dash!)
17. Place small amount of moth balls in the car to deter rodents
18. Raise windows and roof (if applicable)
19. Raising the car up on jackstands or blocks relieves the constant pressure on the coil/and or leaf springs and helps keep the tires from dry-rotting and flat-spotting - raise the car high enough to

avoid flat spots but not high enough to stretch the springs

20. Sit in car and say "brrrm, brrrm"

This list of tips was compiled from various sources on the Internet. Dave Terrick (GT6) in Winnipeg and Ken Streeter (Vintage Triumph Register).

Watch for spring opening tips in an upcoming issue



Available Storage Locations:

Now that we've discussed how to store your loved one for the winter, the next thing is where. For those not equipped with suitable shelter, or who wish to treat their car to extra comfort, here are some details of available commercial sites:

1. Boyd Vehicle Storage - Boyd offers heated, climate-controlled storage at its two locations in the east end of Ottawa (1255 Leeds Ave and 747 Belfast Rd.). They are offering OVTC members a special price of \$60 per month, versus their regular \$85 price. They also offer extra services such as interior & exterior cleaning, battery check and so forth, for an extra charge. For more information contact Robert Carreau at 744-3783.
2. Sullivan Realty, Arnprior - For those who are interested in a more westerly locale, Sullivan's offer heated secure storage from November 1 to April 30, for \$315 after a 10% Club discount. Contact Kerry Hisko at (613) 623-6584 or fax (613) 623-2227.
3. Lansdowne Park is also offering secure, unheated storage, for \$250, including GST. There are some restrictions with this facility (eg. no more than 3 litres of fuel in

tank, no placing cars on blocks, etc), and all cars must be out by April 17/99. Cars will be entered on October 24 or 31, by appointment. Call Jack Jordan @ 564-2707 for more information.

John Day will also have copies of the above company's flyers at the October meeting for those wishing more details.

Triumph 2000 Continued by Pat Onions:

A brief review of items stated in past articles will reveal that Doug McClellan and I had worked hard to make the 2000 a competitive rally car. I stated we continued to have problems with the IRS suspension and we were still down on horsepower. I also revealed how Dunlop Tire Canada had let us down by not supplying their new radial ply SP tires. Also Doug was not able to participate in the 1966 Shell 4000 Rally for personal reasons.

Undaunted, Peter Smith (my new navigator) and I drove out to Vancouver to honour our commitment with Triumph Canada to compete in the 1966 Shell 4000 Rally that was held in April of that year. Peter, an English chap, fairly new to Canada was eager to see the mountains. Disappointment showed on his face when on our drive out we went through rain and overcast skies with clouds below the mountain tops. It rained all the time we were in Vancouver (what else do you expect in April?).

As it turned out, it was a night run through the mountains on the Rally. Peter never did see the snow-covered mountains.

To be honest, Doug and I were competitive to the point that we usually finished in the top 10 of the various rallies that we ran, but were always striving to do better. So with good expectations, Peter and I set off on the Shell Rally for 1966. This was short-lived.

We were about 6 or 7 hours out of Vancouver and doing well, having hit early controls dead on time. We were high on a mountain road when I rounded a sharp bend and ran smack into a rock slide across the road. I had hung the front end up on a large rock and it took some manouvering to get the car off. We suspect it was a slide caused by an earlier car as there were no flares out to warn of the danger. We quickly moved a couple of large rocks and banged our way around the edge of the slide. I was soon apparent I had done some damage for on a right hand lock the steering wheel jammed up tight and it took an almighty reef to free it. It was not much later that we entered a town where I spotted a service station with an empty bay. I wheeled the car in and had it up on the hoist before the attendant could object. We had bent the end of the rack and when it entered the tube it bound up. We pounded, filed and ground as much as we could but it didn't help much. As we lost 20 minutes doing this, we set off as best we could. It is remarkable how you adjust to adversity, but it did slow us down in tight sections.

One of the highlights of the Shell Rallies was the closed section through the Cascade mountain range. This was about a 50 mile section run across two mountain ranges that ended in the east end near Trail, B.C. It had been closed to the public as too dangerous and was only open for the Rally by special permission. It was typical of the cartoon-type pictures with large overhangs and deep drop-offs. It was in one such area that Peter and I witnessed a spectacular bit of driving. It was while I, trying to go as fast as I could under our circumstances, that Peter looked in his rearview mirror (yes, navigators had their own)

as a balze of driving lights appeared. It was Roger Clark, top international driver for Ford of England, driving his Lotus Cortina. He put this car up on the washed out bank to pass us, then went into a broad slide with my hood ornament looking at his door post, and the front of his car facing the drop-off. With sweat pouring out of me and looking to take evasive action, we carried on like this for 100 feet or more before room opened up and Roger did a hand brake turn, flipping his car into its rightful direction, disappearing in a cloud of dust. Roger and I became quite chummy during the Rally, him trying to convince me to go to Europe to do some rallying.

As we continued on it was apparent that the standard snow tires supplied by Dunlop were not holding up as they separated, bulged, blew out and rolled off the rims. This cost us numerous points.

By the late Praries, we were having further steering problems as the rack was breaking loose from its mounting bolts, which resulted in about 3/4 of free play in the steering wheel. We ordered a new rack sent to Winnipeg for the overnight stop, but it failed to show. We tightened the bolts but as the rubber bushings were gone this only lasted for a short time. In the mean time we replaced burnt out front wheel bearings and the usual rear shocks. Actually the IRS was standing up remarkably well. The steering rack failed to show up again in Sault Ste. Marie. It wasn't until we reached a Sudbury lunch stop, and from the efforts of my wife, that we got a new one. Barely stopping to speak to our wives (this was particularly distressing for Peter and his wife, as they were newlyweds), and with the co-operation of friends who had all the jacks and tools ready for us, we dove under the car to replace the rack. Murphy's Law prevailed: even removing the rad and undoing the front engine mounts, we could not get the rack out of the car. In no time at all the lunch stop was gone so off we went again with the old rack. In Parry Sound I rolled into Macklin Construction repair garage and I asked the mechanic to weld the old rack in place on the frame! The tube for the rack is

very thin and hard to weld. This fix lasted for only a few hours before it broke again. In Ottawa for the overnight stop I got it welded again, but once more it only lasted a short time before I had to contend with an almost complete turn of free play in the wheel.

However, we did end the Rally in Quebec City. A very dapper French Canadian greeted us. However, when I asked that he take the car to his garage to have the rack replaced and billed to Triumph Canada, he would not do it. Thus, we had to drive the car back to North Bay with its sick steering.

It was a distressing thing to have happen, but like so many of the other rallies that had to contend with breakdowns, it became a test of fortitude to complete the rally and be classed a finisher. This we did, ending up somewhere around 34th place out of a field of some 70-odd cars.

Thanks again to Pat for his account of the Triumph 2000 sedan. Bet you wish you had your TR4 with you instead that year, eh Pat?

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Import Cruise Night a hit (by Paul MacD):

Every Sunday since 20 September in the parking lot of the new Canadian Tire Store at Merivale and Hunt Club there has been a cruise night just for Foreign Cars. Paul MacDonald is the organizer of this new event which seems to be getting popular with a lot of different car owners with unique cars. Here's a report from Paul.

Even though this cruise night started after the other cruise nights have virtually stopped for the season, this group of owners has jumped at

the opportunity to have their own cruise night. Even at the inaugural event, a swarm of VW Beetles showed up and were ready before I got there.

The Cruise Night is intended to attract collectible foreign cars including Triumph, MG, Lotus, Jaguar, Morgan, Austin-Healey, Land Rover, Mini, Sunbeam, VW, Fiat, Mercedes, Daimler, etc.. Although the quantity of cars has been relatively small, the variety and quality rivals most car shows.

Here is a sampling of the cars that have been at each of the nights:

Sept 20 ---- 6 VW's including a new one and one mint 1965 with original paint. Several Fiat 2000's, a gorgeous red XKE coupe with chrome wires, 2- TR8's (my favorite!), an XKS and an Austin Healey and more...

Sept 27 --- THE Mini (the one with all the rally equipment), an MGB-V6 from Kemptville, a 1964 Jag S type (4 door), a Porsche Boxster, an MR2 Turbo with trick suspension and +10 mags (about an inch of sidewall on the tires), a Datsun 240Z, a Land-Rover, Gord's XKE, a black XKS and Bob Thomas' TR6 ... etc. On this night the Citizen sent out a photographer for "Pick of the Week" article in the next week's Wheels Section.

Oct 4 -- The biggest turn out so far, maybe because of the coverage in the Citizen on that Friday. About 25 cars—highlights were—Ferrari Dino, Marcos GT, MGC/GT, an original owner driven TR6, a Porche 911, a Mercedes 230SL, Jag XKE, XKS, 150 and XJ6, Roly's Spitfire, a couple of near mint Datsun 240Zs and a mint RX7. As well the Kayes were out in force with both cars and Juliano who had just returned from a long holiday in his TR3A and just happened to be at CTC, was persuaded to take the Chrysler home and came back with the TR3A. John and Jen Tierney were also out with their TR8 as was Paul Williams in his new MGB.

October 11--Thanksgiving—even on a day when everyone was supposed to be eating turkey there were about 10 cars including a

Citroen 2CV (you really have to see one up close to see how weird they really are !!) , an XK 150, and Barry Bowden with his Spitfire on its' maiden voyage from a complete restoration. Apparently Barry had to just about stand on his head to get it almost finished for the cruise—great job!! Also this night there was a real sharp looking RX7 convertible with DVD and a Pentium hooked to a monitor on the console . Isn't overkill great !! Also there was a silver 1961 Jag MK2 , a European spec BMW 320 with a 6 cylinder and a nicely detailed red Mazda Miata.

So you can see that even if the numbers have not yet built up , there is really good variety and representation with the different marques.

By the time that this newsletter gets out the last cruise will have been held on 18 October . And with Daylight savings next week it's a good thing , because it will be dark about 4:30.

So far ,the cruise night has been a success in that it has been established and had a bit of a build up and exposure in the paper and with a lot of different owners , in spite of the problems starting so late in the season. Next spring when it starts again I am sure that it will really catch on and be a magnet for the foreign car crowd .

Remember: Real cars have two seats, all the rest are really buses.

Roly hits the Road:

One notable OVTC appearance at CTC was the MkII spitfire of Roly Mailloux. Roly's car is back on the road after many years' absence, despite having travelled more miles than driven cars have: it has been to Malaysia, to Canada, to Germany and back to Canada, but not under its own power. Brian Mills had recently completed an Engine rebuild, so Roly is off and running. Congratulations!

Volume 2 of Piggott book out shortly:

I have received word from the publishers in England that the second volume of 'Original Triumph' books by Triumph authority Bill Piggott will be out shortly. I will keep you

informed of this, plus try to have a copy myself shortly, hopefully by the November meeting. This second volume will cover the latter group of Triumphs, from TR4 to TR6. As did the first volume on the sidescreen cars and variants, this book is sure to have many new bits of information, plus the usual excellent photos.

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Triumphs on the Internet:

More and more local sports car clubs are appearing on the Internet. It has been suggested in the past that 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.

Classified:

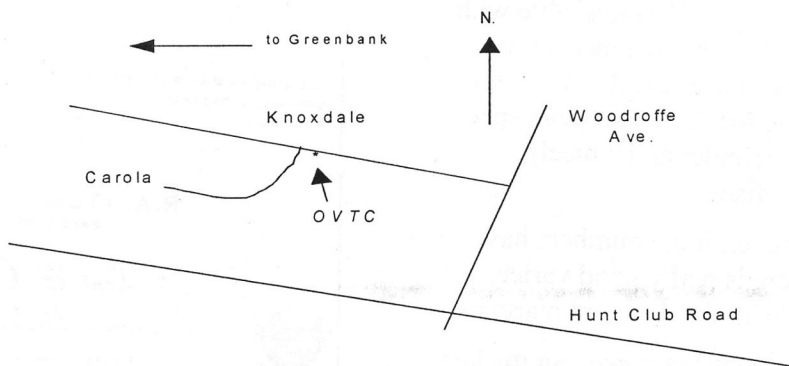
- 1975 TR6. 76k miles. Off road since 1989 with electrical problem. Includes factory hard top, shop manuals and custom dustcover. Partially disassembled last year. Requires some body work. Asking \$1,800. Call John Nash @ 820-9409.
- Chris Clarke (an old neighbour of Malcolm Brown's) is selling his restoration project. It's a 1973 TR6 (non-o/d), with \$1,800 in new, boxed parts. He is selling the whole thing for around \$2,500, but is willing to part out as well. John Day has a spreadsheet of itemized parts available. Call Chris at 838-5136.

Next Month:

- Triumph Pedalcars - not just for adults!
- Parts-Car-Itis - is there any cure?
- Plus much 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:

Vivien Kaye President / Treasurer 692-1880	Bob Thomas Vice-President 267-4561	David Huddleson Membership 822-1315	Gord Robertson Regalia 226-5033	John Day Editor 723-9876	Steve Bourne Events Jeff Paterson 839-2891	253-0739
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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. **Please send membership application to:** OVTC c/o 5053 Limebank Road, Gloucester, Ontario K1X 1E8

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



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