



# OVERDRIVE

*The Newsletter of the Ottawa Valley Triumph Club*

December 2001

## *Merry Christmas and Happy New Year*

### **December Meeting**

Well the weather may not have suggested that it was time for a Christmas party, but the calendar did! The OVTC annual Christmas party was a big success once again this year. Special thanks go to John and Lori Day and Vivien and Ed Kaye for taking care of the food and to Gord and Kim Robertson for giving a hand with the decorations. The Manordale Community Centre proved to be a great venue for the party and we put the new kitchen facilities through their paces.

With the sun shining and the temperature hovering around 10 degrees, it was only fitting that we had some TRs in attendance. John and Lori arrived in their TR6 as did Mike and Marjorie Graham. There was also one highly modified TR8 belonging to Ed and Vivien.

Everyone who attended had a great time, and this year we were fortunate to have a special guest appearance from St Nick himself (aka Roly). It was a grand time to compare Christmas wish lists and maybe come up with some new ideas. As usual the gift exchange proved to be lots of fun and there was a fair bit of swapping back and forth. In the end, everyone left with a special present that was somehow or another Triumph related.



### ***Winter Storage*** by André Rousseau

At the 27 November OVTC meeting the club members took some time to discuss the best methods for storing their Triumphs. After a great debate about how to store our pride and joy I've summarized the results. A full copy of the original report offered up at the meeting can be found at this address in Adobe Acrobat Reader format.

<http://www.mediacentre.com/~andre/ovtc/techarea/winterstorage/winterstorage.pdf>

Here are the basics:

- Change oil and filter to prevent corrosion from acids.
- Change coolant if required.
- Top off fuel tank to avoid water in the fuel.
- Add fuel stabilizer and fuel line anti freeze this keep the fuel safe.
- Go for a 30 minute drive to make sure everything is nice and hot before storing.
- Use a motor fogger or oil to coat the cylinders well.
- Clean the interior and exterior of the car very well.
- Treat all rubber pieces.
- WD40 everything all engine bay parts, disc brakes and shiny parts.
- Park the car inside on cement.
- Cover the area under the car with plastic and than cardboard to prevent moisture.
- Jack the car up to reduce stress on the suspension parts.
- Remove and clean battery. Don't forget the battery box. Mine was a mess.
- Loosen the belt. There is no need to keep the alternator and water pump under pressure.
- Open the two windows (if your sports car has them) a little bit to let the air move.
- Cover the car to avoid any bumps and scratches.
- Once a month visit the car to make sure all is well. Talk to it.
- Open the garage door once a month to let fresh air in.

These are some of the basics you can follow. Although not a Triumph site this web page provides some good hints.

[http://www.triple-c.com/winter\\_storage.htm](http://www.triple-c.com/winter_storage.htm)

But for the official word on storage from factory check out.

<http://www.angelfire.com/realms/templetriumph/tsoa/tsoa1160.html>

In the end these car are receiving the best treatment of their lives, but it also makes us feel good as owners. Though everyone's methods may vary we all have one common goal to be back on the road for spring 2002.

### ***A Well-Travelled Triumph Stag*** by Paul Beard

I have had my Triumph Stag for just over 18 years (longer than the missus!) and I still think that the reasons that attracted me to the car 18 years ago are still valid: the sleek shape, the T shape roll bar, the ease of raising and lowering the soft top and the lovely engine bubble (especially) as you pass under a bridge or through a tunnel with the soft top down.

I bought the car 18 years ago from a small garage in the village of Whaley Bridge in England. It was parked on the forecourt with the soft top down. I had really never heard of the Triumph Stag, I knew of its brothers the TR6 and the TR7 and the spitfire etc. I bought the car for the grand sum of 4,500 GBP, which seemed a large amount at that time. I bought the car on instinct and only later heard of the so-called Stag problems namely the poor water circulation leading to over heating and cylinder head warping.



*Paul and Wendy Beard's RHD Stag*

I used the car daily for traveling to work even through the Northern English winter; admittedly this is a little less severe than in Ontario (so I'm told).

In the summer most days the soft top was down (weather permitting).

Not long after I met my future wife Wendy. She said that she had seen the Stag in the works car park next to a colleague's TR7 and preferred its more classical shape (sorry to our TR7/8 members). Even though the Stag is not what you call a family car, I still remember that we managed to get 2 children and a dog into the rear seats.

In 1990 we moved to the Netherlands, but the Stag stayed in England as we had a house without a garage. However after a year we bought a house with a garage and I imported the car into Holland. This was not as easy as I imagined because I had delayed its importation for 1 year. I had to prove that I really had owned the car for a few years in England to avoid paying BTW (equivalent to GST/PST). Eventually I succeeded but hit the next snag. In Holland you pay road tax yearly based upon weight. However in the Dutch government car manual the weight of the car included all possible options (air conditioning, hard top etc). This meant that the Stag was weighing in at 1250 kg, which is approximately 200 kg heavier than normal. Anyway I gave up that fight. The next hurdle was that all cars in Holland have the chassis number engraved in the engine compartment on the RH shock (damper). Of course the Stag didn't so I had to go to the local garage to get this done. This was a great mistake, as they botched the job (reversing some digits) and then to make matters worse they used a grinder to remove their botched job and tried again. As you can imagine car thieves do the same, so this has caused me (also Wendy who was stopped by the Police in a random car check) many problems.

In Holland we used the Stag mostly in the summer to attend Classic car functions and rallies. There are quite a few Stags in Holland together with local Triumph parts suppliers. After 11 years in Holland we got job opportunities in Canada and decided to go for it. A quick check with the Canadian customs revealed that since the Stag is older than 15 years there was no problem to bringing it with us (unlike my 2 year Renault).

I was a little apprehensive about the transportation of the Stag in a shipping container, but it was well loaded and the wheels chocked front and back. The only slight damage that occurred was caused by the local shipping agents who because of 'Foot and Mouth' worries decided to stream clean the underside of the car and the engine compartment. This not only removed the dirt and oil but also removed some paint and damaged the sound insulation material.

Now I'm in Ottawa, with what I expect to be the only RHD Triumph Stag!

I hope after the winter to travel around the local Canadian provinces and the U.S.A. then my stag will have covered even more of the world!!

### ***Free My Stud!*** by André Rousseau

With any project one has to expect difficulties. Recently, while I was trying to fit my new set of wheels, I noticed the driver rear studs were a little misaligned. I could fit the wheel on with three lugs, but not the fourth. Not wanting to push my luck, I decided I better pull the wheel off and order some new studs. That's when I discovered I had a stripped stud. No matter what I did, using a screwdriver to put pressure on the stud or using vise grips, I could not stop the stud



from spinning in place. The wheel was stuck on the car.

So I went to the Canadian Tire. The guys at the auto dept looked at me pretty strange when I asked for a nut splitter.



They said they used torches. That not being an option, I walked over the hardware department where the guy knew what I wanted. I was off to the races.

I figured cutting off the lug would be a simple task. Wrong. Issue one: the lugs sit really close to the aluminum wheel and I did make a few light scratches on the surface while working. Number two: the shape of the lug required four cuts, one in each direction. This process is rather time consuming, but patience is a must. When I finally got the lug head off, I was still faced with a problem. The sleeve part of the lug, which was in the wheel, would not let the wheel pass. So I brought out the big gun a can of WD40. Still no luck, the wheel would not come free. I needed a way to get the sleeve moving inside the wheel. I figured a drill would do the trick. With the drill and a nice bit I was able to spin the stud back and forth working the lug out of the wheel until I could pull the wheel free.

Still want not out of the clear. The lug was stuck on the stud meaning I could not remove the brake drum. Two vise-grips later and that problem were solved. The stud was striped which would allow it to spin.

I now have four brand new studs sitting on my desk reminding me to write this article before the due date. I'll install them very shortly, but I still need a replacement lug.

For more pictures visit my site <http://www.justdrive.ca>

### ***Boot n Bonnet Club News by John Ferguson***

The Boot n Bonnet Club is having a get together on 9 February 2002 at the Waring House in Picton. For \$25 a person you get salad, prime rib, Yorkshire pudding, medley of vegetables, dessert, tea and coffee, door prizes, etc. If you are interested, please contact John directly. They have room for about a hundred people, and so far about 50 tickets have been sold . The Waring House also has rooms and cottages, so if interested in staying over have a look on the net at [www.waringhouse.com](http://www.waringhouse.com). You can contact John at: [jferguson001@sympatico.ca](mailto:jferguson001@sympatico.ca) or 613-996-8004.

### ***All Club Meeting on 16 January by Shannon Lee Mannion and Josée Patry***

The fifth annual All-Club Meeting, which includes car, motorcycle and truck clubs is planned for January. Our aim is to prevent duplication and overlap among 2002 events and to increase publicity for all shows, including the ByWard Market Auto Classic, scheduled for Sunday, 2 June 2002 and Evolution of Wheels, 7 July 2002.

The ByWard Market Business Improvement Area is committed to continuing this annual planning exercise as is the Museum of Science of Technology, which provides meeting space and help with the publishing of the Comprehensive Calendar of Events.

The meeting will take place on Wednesday, 16 January 2002 at 7:00 p.m. (half an hour earlier than previous years) in the auditorium of the National Museum of Science and Technology, located at 1867 St. Laurent Boulevard. Instead of a speaker, we will present the awards to winners of the First Annual Newsletter...and what a contest it is. Stiff, stiff competition. Hope to see representatives from all clubs there. Please call Josee or me if you have any questions.

Shannon Lee Mannion 594-9128 and Josée Patry 562-3325, Special Events Coordinator, ByWard Market BIA

### ***Wanted and For Sale***



1978 MGB, starts and stops well, nice rich carmine colour, four Michelins. Fairly good interior but could use carpets (there aren't any!) and needs spot body work. All in all, a good solid car. Driven for 15 years by owner who did all the fluid changes religiously and who is heartbroken to be selling but fell in love with another MG (a 1953 MG YB Saloon) and needs \$\$\$\$.

**Fire Sale!!!** MG with 1974 Super Beetle thrown in: \$12,000. Without Beetle, \$7,500. Can be seen at my sister's in

Barrhaven up the street from Brian and Pat Mills. Beetle can be seen in Rockland. Will hold over cars until Spring. Please email [slmannion@internet.ca](mailto:slmannion@internet.ca) or call 594-9128.

### ***Our Sponsors***

**British Auto Sport** (Fred ), 3354 Dwiggin Avenue, Mississauga, Ontario, Canada. Tel: 1-888-485-2277 Authorized distributor for TRF, Moss, Victoria British, and Panasport.

**British Car**, PO Box 1683, Los Altos, CA, 94023, USA. The American magazine for Triumph enthusiasts who love English cars. To subscribe call: 1-800-949-9680. Mention the advertisement in our newsletter and get one extra issue free. Rates: 1 year (6 issues) \$22.95 USD, 2 years \$39.95 USD.

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The Ottawa Valley Triumph Club is comprised of approximately 65 members. The Club meets at 7:30 p.m. on the fourth Tuesday of each month at the Manordale Community Centre, which is located at the corner of Knoxdale and Carola Roads in the City of Ottawa. Meetings include technical seminars, video presentations, restoration techniques, and much more. The Club also publishes a monthly newsletter, *Overdrive*, which is distributed to members and exchanged with other car clubs.

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 applications** to: OVTC c/o Vivien Kaye, 1710 River Road, Manotick, ON, K4M 1B4.

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

### **OTTAWA VALLEY TRIUMPH CLUB**

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