



# OVERDRIVE

*The Newsletter of the Ottawa Valley Triumph Club*

May 2002



*Wilf Haasper gave a very informative presentation at the April meeting on bodywork and painting.*

## ***April Meeting Report*** by Michael Graham

It is always interesting to listen to someone who not only knows what they are talking about, but has an easy going way of presenting the information that makes it all very understandable. Wilf managed to do just that at the April meeting. Wilf covered a wide range of subjects that included: welding and other methods of joining body pieces and trim, sanding and surface preparation, rust prevention, priming, painting, and buffing and waxing. In addition to providing an informative talk, Wilf brought along samples of many of the products he uses, and had made up a large number of props to show just exactly what he was talking about. Wilf also prepared a sheet listing some of the products he has used and the names of some local suppliers. These included: Euro Auto Paint, 2640 Lancaster Road (737-5159) and Kent Industries (Andrew Telfer), 4-20 Hogan Street, Nepean (224-5337).



Wilf and Livia have only been members of the club for a short time and they have already made significant contributions to the newsletter and to our meetings. We are all looking forward to seeing the fruits of Livia's hard work in the restoration of her Spitfire. Working under Wilf's guidance, I can't help but think the project will be first rate. Thanks to both of you for making the April meeting a success.

## *More Progress by Andre Rousseau*

You know it seems like every time I do anything with my GT6 those OverDrive editors are all over me to write something. Haven't they learned yet? I can't spell!



First and foremost a big thank you to Stephane St-Amant and Roly Mailloux for their help taking the GT6 apart. They along with a few other friends made the whole day go very smooth. When lifting a body it helps to have four to five strong guys to do the lifting and one more to be the spotter. And it does not hurt if some of them know about Triumphs.

It is pretty amazing what you can do with 24 pieces 2x4x8, four 200-lbs casters and a whole lot of screws. I'll admit it took some time to come up with the final design, which saw at least a dozen changes before I was satisfied. Even during the building stage I had to make several small modifications to increase overall strength and functionality. The rest I made up as I went along. Now I know your asking yourself why not make a body tub rotisserie out of motor mounts? Several reasons, first is money. My whole set up cost me \$100.00 and when the project is done most of the wood will be recovered and I know I will find use for those casters. Reason number two is space, I was a very concerned that there would not be enough room to move everything around with a rotisserie in the garage, but the rolling rig leaves me with lots of room. I can also roll the body or chassis out of the garage individually. Last one-person operation both the chassis and body can be rolled out of the garage with ease by myself. From what I have read online it was suggested you need at least two people when moving or rotating a car on a rotisserie. So in the end the wood body dolly met my needs.



To quote Roly, "I'm having fun using all of Andre's toys." I think we used everything I had in my toolbox. One piece of equipment did come in very handy. I don't think we would have been able to move as quickly as we did without the air compressor and air tools. The impact hammer and air ratchet earned their keep. It was suggested to me that I look into some longer 1/2-inch bits, sorry sockets. They would have been useful to get at some of the deeper bolts. Another useful tool in my arsenal was the dremal equipped with fiberglass cut off wheels that were used to take care of a few rusty bolts and clamps. The rest was pure brut force.



"I don't think the rear axle is supposed to lift like that guy!" Yes it took several attempts to get the body off. Hey it's a learning experience. On the first try the whole rear end lifted with us. We had missed the rear mounting bolts. With those 2 bolts removed we tried it again only to discover the hand brake cable splitter was connected to the body and not the chassis. We jacked the car up and I crawled under with the air ratchet. With that one solved we went at it again three times the charm right?

Nope we missed the exhaust clamp at the rear of the car. The dermal took care of old clamp in no time. With a jack stand supporting the exhaust system we made our final lift. It all went very smooth. The five of us, one on each corner and the rear managed to lift the body up and back clearing the transmission. From there we walked the tub over and landed it Perfect fit. I'll admit I found the body to be surprisingly light. I was also lucky; the sills are still in good shape so there was no need to brace the body in the door openings. I did leave the front windshield in for support.





After a quick rest we cleared a path and rolled the body rig into the garage. Hey what do you know it fit. One of the things I kept checking was the height of my garage door opening. Would the rig and body be too high? The opening is 7 feet leaving lots of room. Body and rig combine for about 6.5 feet. Next up we rolled the chassis in place. I knew it would fit, but wanted to see how difficult it would be. Special attention was paid to the dashpots. They come close to the upper angled supports on the rig, but clear with no problems. Once the wheels are lined up one person can roll the body or chassis out with ease.

Feeling very pleased with the results we cleaned the driveway up, put away the tools and hit the deck for a nice rest and some cold drinks.

Sunday I was at it again. The problem I faced was a total lack of space in the garage. Both walls were being used to store parts. I reorganized everything and found lots of space by putting the rig against one wall. The only change I made to the chassis was to remove the muffler to allow the door to close. The end results provide decent parking, walking and work space.

What is next? I'm going to be purchasing some POR15 products shortly and begin taking the chassis apart. Check out my website for more pictures. <http://www.justdrive.ca/>

### ***Triumphs on TV in China*** by Dayton J. Carpenter

Here's one for Louis to check out on his next trip! I don't know if you can view the show in North America, maybe on a satellite dish is it possible. It is Chinese but you can still see my Spitfire and a TR-6 restored on the show. I now co-host a Chinese program on satellite TV during prime time (7:35 pm) with an audience of over 120 million viewers. Surely the biggest one time audience to see a Spitfire on TV. The show is done entirely in Chinese and most of the shows I do involve environmental projects/themes. In this show they have given me the opportunity, to introduce classic cars to the Chinese. They used footage I shot in the US last year and pictures of my restorations.

### ***TRF Summer Party*** by David Huddleson

As you all are probably aware, the annual TRF Summer Party is August 9-11. It is a great weekend event, as anyone who has attended can attest. You may feel that the cost is rather high, especially since we must pay at a premium of about 1.6 to the US dollar. Well this is a special notice that TRF has put on a special price for their Canadian customers! The normal cost this year is \$US 89.95, but they are offering Canadians a special price of only \$US 59.95 until June 30. This ekes out at just under \$100 Canadian. I am already registered, and if any of you were "sitting on the fence", this might be the incentive you need!!!

### ***Richmond — one month away!***

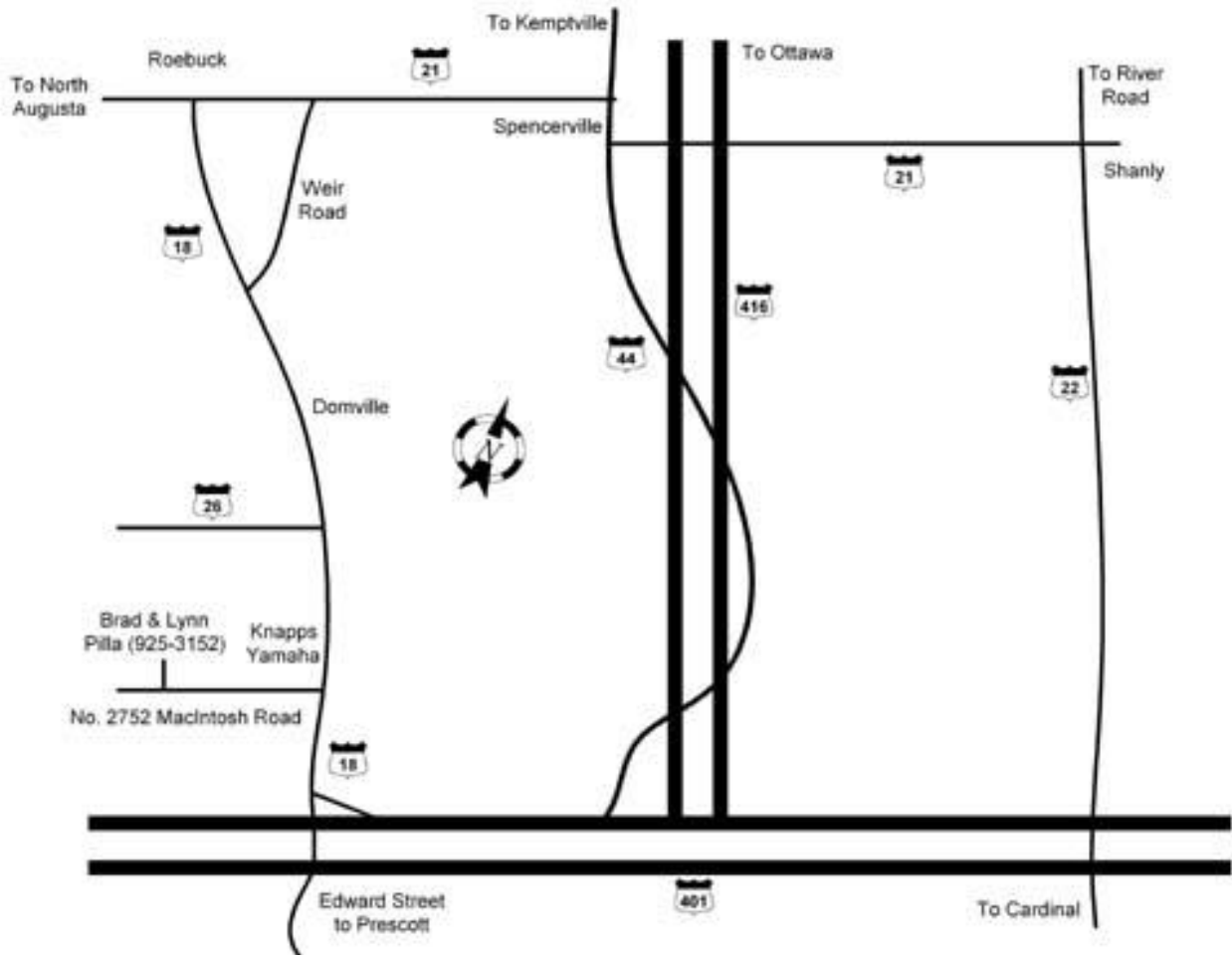
Time is fast approaching for our annual Sporting and Classic Show at Richmond. This year's weather worries might even include snow, the way things have been so far! Seriously, we'll be out of the rough stuff, and into a perfect summer in no time, so have no fear!

As always, volunteers are requested to staff the entrance gates. If you'd like to pre-book a volunteer time, get in touch with either Bob Thomas or Louis Boucher (addresses and e-mails on the back of the newsletter), before they contact you. We're hoping for another good year.



## ***BBQ at Brad and Lynn Pilla's***

As mentioned in last month's newsletter, This Sunday brings a pair of activities — the Oxford Mills Classic Car and Motorcycle Show, and the first OVTC BBQ of the season. This year's BBQ will be hosted by Brad and Lynn Pilla (925-3152). Take 401 West from 416 to the Prescott exit (Edward Street). At the stop sign, turn right and go North on Regional Road 18 until you reach MacIntosh Road (its on the left). Turn left and head down to number 2752 (its on the right). If you want a more interesting drive you can follow the map. What Brad is asking is that anyone interested in attending respond either to Mike Graham or John Day by e-mail or telephone, so an approximate amount of food is on hand.



All food at the BBQ is to be provided by the club. Members are asked to furnish their own liquid refreshments of choice (and given the recent weather, coffee or hot chocolate might be best choices!). Further info will be provided in a day or so with the release of the May newsletter, but if you'd like to attend (either in a group from the Oxford Mills show, or on your own from your home), please let Mike or John know, so they can get back to Brad and Lynn. Hope to see you there!!

## ***ByWard Market Show — Sunday, 2 June***

A varied assortment of Triumphs will be present for the ByWard Market show on 2 June. What better way to get a good parking spot in the Market on a weekend?! We'll have examples of TR6 (John D. and Mike G.), TR3A (Shaun Hennessy), Stag (Paul Beard), and possibly TR8 (Jeff Patterson) and Dolomite (Ed Burman). This year's feature is on German cars, so there'll be some Benz's and Bimmers on show. Who knows — maybe the rumoured 300SL Gullwing that used to inhabit Ottawa years ago?

## ***Steph is a Papa!!***

We are pleased to report that Stephane and Leanne are now the parents of a baby girl! Amélie Elizabeth St-Amant was born on May 15, 2002 at 18:13, 8 lbs, 2 oz, 20 1/2 inches, after 27 hours of contractions (!) Both mommy and baby are well. Mom is exhausted and baby is healthy. More to come later, but Steph needs some rest! Rumour has it that Steph is already on the lookout for another Triumph so he can have it restored in time for Amélie's 16th birthday!

## ***trregistry.com*** by John Day

I know there are a million websites out there related to Triumphs and other British cars, but there's one in particular that people should see. It's called *trregistry.com*, and it is a very well-designed approach to making a current record (dare I say, a 'Registry') of Triumph TR's and their owners. What is especially neat about this site is that when you input your car's pertinent information, the site lets you print a 'Certificate of Registration' (suitable for framing) of your participation in the site, based on your model of car. Don't have all the information at first? No problem — you can assign a usercode and password that you can use to sign into your car's info later. Check it out!

## ***Welcome to New Member***

We have a new member in the club this month. A warm welcome to ***Kevin Kealty***, who is driving (or soon will be) a 1962 TR3B (TCF series). Kevin was bleeding the brakes, and snapped the bleed screw on the last corner, the driver front caliper. John Day got another bleed screw for him, but now the trick is to get the old half of a screw out of the caliper!

A few more members have paid up their overdue fees and are back receiving the newsletter. Remember for most of the club that next month means the annual dues will be due — look for a notification in the June newsletter, and by e-mail for those 'virtual' members!

## ***But does it run?*** by John Day

I came across an interesting TR3A for sale on Ebay recently. It wasn't interesting for its condition (nearly hopeless), but for its commission number and its features. As a bit of a background, my TR3A is one of the first 1,000 produced in late 1957; the first TR3A was commission number TS22014, and mine is TS22930. My car came with the later (post-TS60000) type of trunk lid, but I had wondered about what lid should be the suitable 'original' replacement. The TR3A eventually dropped the central lock and twin 'teardrop' Dzus fasteners to go with a central locking handle, but this didn't occur until roughly TS23920, according to Bill Piggott in his *Original TR2/3/3A* book. I had been looking for verification of this, but with varying degrees of success.

The car for sale on Ebay is TS22850, just 80 before mine in production. The photos provided show the boot lid, and it clearly has the earlier style boot. The car looks so old and neglected, it has to have its original bits. If I ever do get around to correcting the boot, I will use the TR2 lid I have, along with the twin corner fasteners. As Mike and others point out, however, I should concentrate on getting the 3A RUNNING first! Good idea!!

## ***Coming Events***

### ***11 June in Kemptville***

The regular Tuesday night cruise nights in Kemptville at Bustard's have become very popular — often attracting well over 100 cars. In most cases, they are North American vehicles. However, on 11 June a British Cruise Night is being held, and as many British cars as possible are encouraged to attend. Start time is 7:00. If you can make it out, that would be great. Let's show off how great our cars are!

### *1 July in Morrisburg*

The Morrisburg and District Lions Club are holding a Show and Shine display on Canada Day this year from noon until 3:00 (set up is from 10:30 to noon). It is a friendly competition and trophies will be awarded. All participants will receive dash plaques, and there is no entry fee. The club with the most vehicles entered will also get a trophy. If you have further questions please contact Jack Notman at 613-938-0934 (work) or 613-543-3251 (home).

### *For Sale/Wanted*

**1963 Triumph Herald** coupe. Car has been in storage for 25 years and is in need of restoration. For further info e-mail [ajdayman@tcc.on.ca](mailto:ajdayman@tcc.on.ca)

**1973 TR7** with half of restoration completed with a running restored engine new wiring and restored brakes. Complete body but needs a restoration project. Price is negotiable at \$3350 obo (Renfrew Area). Contact Bonnie at 613-752-2976 or email [breid@renc.igs.net](mailto:breid@renc.igs.net)

**TR6 Parts.** New and priced to sell. Black original wool carpet set \$400; Leyland trunk rack \$125; door handle pulls (black) for 1973 and prior TR6 \$50 pair; engine bay black rubber seal \$20; grill finish piece (goes under the grill and attaches to the clips) \$50. Contact Chris Clarke (former TR6 owner) at 613-838-5136.

**Wanted Fenders for TR3A.** Most interested in passenger side front and driver side rear, but would accept others if they're better than mine. Also looking for passenger side inner fender. Might take a driver side one too, if it's better than mine. I'm about to order new floors, inner and outer rocker panels, battery box, etc. so if anyone happens to have surplus on that stuff, it would be great. Tim Dyer at [KingsCreekTrees@aol.com](mailto:KingsCreekTrees@aol.com) or 253-4126.

**Wanted TR6.** In very good to excellent condition, preferably with OD. Please contact Sanjay Shah at [shahsa@cma.ca](mailto:shahsa@cma.ca) or phone (613) 731-4552 ext 1022.

**Parts for Sale.** I have come to own just a touch too many parts more than any one person could ever use. Any one needing anything for a TR4 short of interior parts, because I just have enough to put my three cars together. But, I have tons of everything else, including a lot of TR250 odds and ends such as a full drive train, which I think is similar to a TR6, as well as other bits that came off a car I just parted down. As far as the TR4 goes, I have everything from IRS to fixed axle. I am also able to get TR3 parts as well. Any of the parts can be bought as they sit or can be sandblasted, primed, or fixed and cleaned. Feel free to give a ring any time 613-838-9630. Neil.

**1980 TR7.** Convertible needs a new home. Third owner bought in 1992. Very good condition. Never winter driven. Brown in colour but ready for a new coat. No rust just paint cracking. Interior tan in acceptable condition. Entire dash intact with no scratches or breaks. Wooden steering wheel and shifter. 5 speed, dual carbs, dual exhaust (chrome tips). Entire brake system including hoses redone last year. Changed alternator, starter, and radiator over the years. Top in excellent condition but zipper on window needs repair. Approx. 90,000 km. Asking \$4,500 negotiable. Selling because I have no time to use or baby anymore. Tel (613) 291-5084 Ottawa area, please contact Atul.

**1980 TR7.** We recently purchased a 1980 TR7 convertible and are in the process of restoring it. We're hoping to find a parts car with matching interior upholstery items somewhere among your members — any suggestions? Please contact Dave and Terry Brown ([terry@adbros.com](mailto:terry@adbros.com)).

**Rare Herald 948.** 1962 Triumph Herald Saloon, completely restored in excellent condition. Fiscal reality forces sale! \$6,100.00 with safety certificate. Ottawa (613) 721-6127. Dave Delcorde

**1980 TR7.** It is in good condition. Never been winter driven. Body and motor and transmission all good — has been maintained on regular basis by Eric at English Motors on Bell Street. The upholstery needs to be re-done. 613-729-2366. Jeff Gould

***Have You Seen this Person?*** by Roly Mailloux

Over the last couple of years that I have been on the OVTC Executive, looking after the regalia, there have been a lot of new additions to the club. Unfortunately, not all of them have stuck around or remained active. The following is a list of the current name tags that I am carrying around hoping for someone to claim them. If you know of anyone on the list, please ask him/her why they haven't been to a meeting or event and/or why they haven't renewed their membership. If your name is on the list and you are reading this, I assume you have a current membership so shame on you for not enjoying the benefits this club has to offer. Roly (rdmailloux@sympatico.ca)

ALDRIDGE, Tony and Lucille  
BARRAS, Dave  
BROWNING, Greg  
DELCORDE, David  
DISIPIO, John  
DUBROY, Paul  
GAUMOND, Denis  
GOODWIN, Eric  
GROUNDWATER, Fergus  
HAINES, Larry and Francine  
HILLARY, Bill  
HURST, Peter  
JAMES, Howard  
LABARGE, Martha

LeBLANC, Don  
LEEDER, Ross  
MILETTE, Serge  
MOSS, Ian  
MURPHY, Michael  
NASH, John  
NAUGLER, Scott  
RUDNICKI, Stephen  
SPENCE, Shawn  
STEVENSON, Fred and Anne  
TOOLE, Matthew  
TRINQUE, Dave and Diane  
VEILLETTE, Richard  
WARFIELD, Andy

Are you not listed above, or do you need an OVTC name tag? We are going to order name tags for new members. Please Contact Vivien Kaye if you need one. Tel: 613-692-1880; Email: njkid@cyberus.ca

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**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**

*c/o 2422 Fairmile Road  
RR4 Kemptville, ON  
K0G 1J0*

### ***OVTC Executive for 2001–2002***

#### ***President***

Stephane St-Amant – Tel: 819-643-9047; Email: steph71tr6@crosswinds.net

#### ***Past-President***

Mike Graham – Tel: 613-258-2901; Email: mgraham@achilles.net

#### ***Treasurer and Membership***

Vivien Kaye – Tel: 613-692-1880; Email: njkid@cyberus.ca

#### ***Vice-President***

Rob Christopher – Tel: 613-271-8696; Email: robc@cisco.com

#### ***Newsletter Editors***

John Day – Tel: 613-723-9876; Email: dayj@inac.gc.ca

Mike Graham – Tel: 613-258-2901; Email: mgraham@achilles.net

#### ***Social***

Bob Thomas – Tel: 613-926-0842; Email: bthomas@ripnet.com

Louis Boucher – Tel: 819-682-0707; Email: louisboucher@videotron.ca

#### ***Regalia***

Roly Mailloux – Tel: 613-226-8708; Email: rdmailloux@sympatico.ca

#### ***Webmaster***

Andre Rousseau – Tel: 613-590-7365; Email: andrer@mac.com

*Please send submissions for **OVERDRIVE** to: 2422 Fairmile Road, RR4 Kemptville, ON, K0G 1J0, or electronically to: mgraham@achilles.net*