



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

September 2004

Letter from the editor

By the time you read this news letter, Wilf and I will be on vacation. We're driving south of the border to Watkins Glen to attend the Vintage Grand Prix and we'll be spending a few days exploring the NY State Parks by Spitfire. August seems to have flown by, filled with Triumph activities, too many of them to be reported in last month's news letter.



OVTC members during the Timber run drive

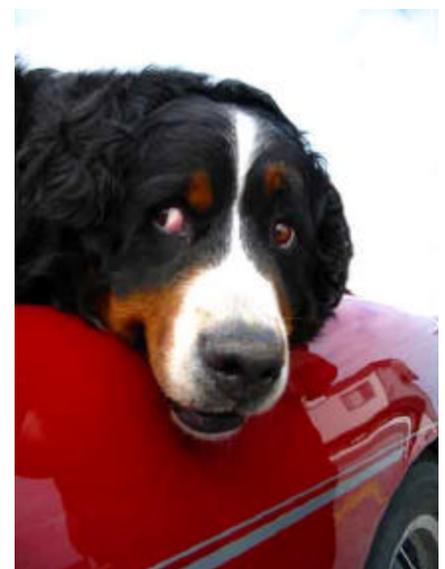
The auto body seminar at the Haasper's garage was attended by many OVTC members and a huge success. Wilf demonstrated some basic repair techniques and the use of some simple tools. Andre Rousseau was well prepared and had brought his overalls and was ready to get dirty, grinding paint and bondo of a Spitfire bonnet. Dust was flying when he got busy. The evening came to an end much too quickly for there was so much left to demonstrate. We'll have to continue this session at a later date when the work on the Spitfire bonnet continues.



Auto body seminar at Haasper's



Boris in the Stag



Even though many club members were on vacation during the month of August, the Timber run was well attended. Paul McDonald surprised me by writing a report about the drive. Thanks Paul, your input is greatly appreciated. Everyone had a good time and we shall repeat this drive at some other time. Members enjoyed driving to the Kingston Boot n' Bonnet

British Car day together. The OVTC was able to set as a group at the show and Louis Boucher surprised us all by winning second overall with his beautifully restored TR3A. The August meeting, a drive to Scully's Pub on the Rideau river, was well attended. Unfortunately, due to a visit of a friend, I was not able to take part. Hope you're all still enjoying driving your Triumphs as the summer days are slowly counting down.

Cheers, Liv



Letter from the president



The good weather finally arrived this month. The last few weeks have given us some excellent top down driving weather, so I hope everyone has been able to get out and enjoy it. We have had some fun club organized drives recently with excellent member participation, and a few more events are planned for the remaining few months of this year's driving season.

As I have mentioned in previous newsletters and at a couple of the monthly meetings, one of my objectives this year has been to foster greater inter-club cooperation with the other British car clubs, and organize some joint activities. We were joined on our August 24 drive by Alan Graves of the Jaguar Club, and I have been invited to speak to the Jaguar Club at their monthly meeting on September 13. This initiative certainly has the support of the Jaguar Club executive and I will be presenting some of the ideas we have been discussing and trying to solicit support from the Jaguar Club membership for more inter-club events in the future. We are also attempting to meet with the MG Club and are hoping to be able to talk to them about this idea sometime soon. We are also planning to talk with the other British car clubs through the fall / winter season in preparation for some joint activities in 2005.

As a first attempt, we will be organizing an introductory Triumph-Jaguar event on September 14 for those who are interested in meeting some people from the Jaguar Club. The plan is to gather early (as soon after 5:30 pm as possible) at the Hazeldean Mall Cruise Night and park the Jags and TRs together in one area. We will stay at the Cruise Night for 60-90 minutes, and then leave around 7:15-7:30 pm and drive as a group to the Cheshire Cat pub on Carp Road for a drink and a bite to eat (if interested) with the members of the Jaguar Club. This will be an excellent opportunity to get a good look at each other's cars and get to know each other a bit better, and hopefully will be a step towards larger and more substantial events in the future.

The Boot 'n Bonnet British Car Show in Kingston was a fantastic event again this year. With almost perfect driving conditions, we had a group of 9 cars that travelled together from Ottawa on the Sunday morning. There were a few others who made their own way to Kingston also, so we had a good club presence this year at the show. Pictures are elsewhere in this newsletter. The organizers had set aside a space for the Ottawa Triumphs so anyone who identified themselves as such was directed to the one area, which made it a bit nicer for us. I sent an email to them thanking them for this nice touch. Louis Boucher took Second Place overall with his beautifully restored TR3. We had all been waiting to see the completed car and were not disappointed. Excellent work, Louis, on a fabulous restoration, and congratulations on such a good showing. There were a lot of really fine cars in Kingston this year, so taking second was quite a significant achievement.

On August 24 we went for a drive in the country, ending at Scully's Pub south of Manotick, instead of our usual monthly meeting at the Community Centre. Sadly we had a very negative experience with the owner of the place which left a bad taste in our mouths, and we will not plan another event to this location in future. The details are elsewhere in this newsletter for those who want to read about it.

Michel Pilon is organizing what is likely going to be our final ice cream run for this driving season. The plan is to do something in the east side of Ottawa for a change. Details of the meeting place etc in the events section of the newsletter and on the website. Hope to see lots of cars out for this.

One of our big club events remaining this year is the Gatineau Fall Colours Run. The route is being planned by Louis Boucher, and the tentative date is October 3. More details will be provided soon by email, but mark your calendars now to keep the day available. The format will most likely be a good long drive in the rolling hills, with a return to Louis'

house for a BBQ. Look out folks – Louis was complaining I was too slow when leading the group on the way to Kingston.

In October, we are proposing to conduct a poll of the OVTC membership to understand better what types of activities people would like to have during the winter season and planned for next year's driving season. The details of this haven't been worked out yet, but we will be aiming to do this in October, so you can start thinking now about what you would like the club to be doing in the future.

Also we are heading into the executive elections in November, so please start thinking about how you can get involved in the club heading into 2005. It is a great opportunity and very rewarding for people to get involved in the club and help it continue growing and evolving into something that meets the needs of the members.

Please remember that membership fees were due in June, so anyone who hasn't already paid Vivien for 2004-05 is asked to get their money to her as soon as possible. Unfortunately, this will be the last newsletter sent to those who haven't paid their membership for the coming year.

Cheers
Don LeBlanc

Welcome to a new member

I'm happy to welcome Pierre Granger to our club. He's driving a beautiful 1959 TR3!!! Hope to see you at the next club drive or event.

Message from the membership chair person

Membership renewals were due last June. Anyone who has not paid the membership for the 2004'05 season will not receive the next issue of the news letter.

Letter to the editor

Hi Liv,
thanks for the seminar,
all inspired again...Oh and you're in trouble... My car is dirty. :-)
I'm going to play with the motor this weekend and maybe some small body work if I have the time. I need to do a lot of sand blasting the inner panels.
Andre Rousseau



Ice cream run..... get ready to drive with the OVTC

Provided the weather is nice, there will be an 'ice Cream' run Thursday Sept 9th. Meeting place will be the Park & Ride lot on Trim Rd, just off Hwy 417, in Orleans. The ride should take 30-45 minutes, departure time will be 6:45pm. Hope to see you then.

Regards, Michel Pilon

How to “reanimate” a TR3A ?

A tribute to Brian Mills

By Louis Boucher

You will remember the Sleeping Beauty story where a simple kiss made it all happen! In my story, the beauty also needed a charming prince to wake her up. Rather than riding a magnificent horse, he came in a Corolla with his own

driver, traded his armoured helmet with an OVTC cap and his sword with a tool box! Let's meet the prince of TR's, Brian "Doc" Mills and follow his journey into the reanimation room. It may not have been as romantic, but the scene certainly turned into an historic event for me.

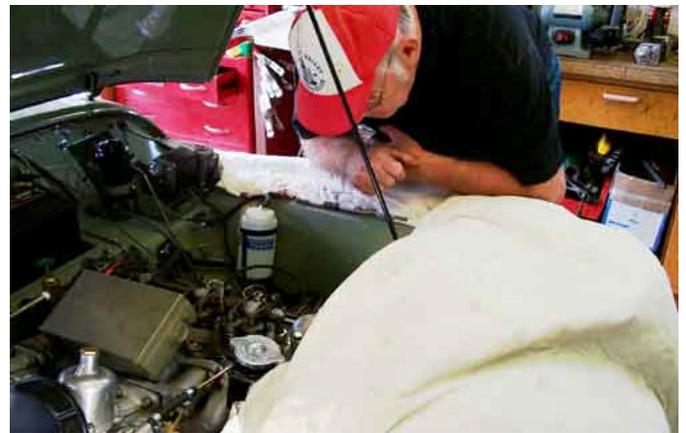


It all started at the June OVTC meeting when I asked Brian about firing up the TR3A since it was getting near completion after five years of restoration. He kindly proposed to give me a hand. We agreed for July 2nd and Roly Mailloux offered his services as chauffeur and official photographer. I was then setting myself for the last sprint! I could not wait for the 2nd, counting days like a kid looking for his Canada's Wonderland trip. All kind of ideas and dark scenarios came to my mind. Did I rebuild that engine right? What if it does not start? Will I have to pull the engine out? Is the electrical right? Over that week, I was somewhat losing most of the confidence I had built up for five years. On July 1st, I phoned Brian and got this reassuring reply, "No problem, we will be there 10am".

It is 10 am and the Toyota pulls in my drive way. After short greetings and a brief look at the car, Brian pulls the tool box and gets to the job. He has a reanimation routine to go through, no time to spare. He wants to look at the valve gaps first since I had mentioned some problems with the #1 cylinder. He would not fire the engine until he understands and fixes the problem. Once the diagnostic rendered, either the valve is sitting too deep into the head, either the push rod is too long, either the rocker arm is too big, we are still not sure. We can only figure one solution, modify the rocker arm to create enough room for proper gapping. We modify a spare rocker arm successfully and head for reassembly. That should be a breeze! The breeze turns into a storm! The # 2 exhaust pushrod does not sit into its tappet (a.k.a. cam follower)! After a few attempts, Brian takes a look at it, then a closer look before declaring, "We are in big trouble!"

The tappet is sitting on its side between the block and the head... He could see it from the push rod opening. Just to make sure it is so, Brian asks Roly and I to double-check the accident scene... Once we understand what he means by "a tappet on its side", we concur. It is about 11am by then and we sit down and try to find out what happened. Brian comes up with a plausible scenario with the help of a little schematic of his own. When we pulled out the pushrod, the tappet was "sucked out" by the oil between the hollowed part of the tappet top and it's mating push rod and fell sideways in the cavity of the block. Roly and I agree with Brian's diagnostic without having any idea on how to fix it. Brian gives us a look and says; "Damn, we will have to take the head off" and there is a long silence...

I could not recall that particular nightmare from my bad dreams of the past week. Brian feels that it is only pure luck to be able to reposition the tappet without lifting the head while Roly and I try hard to see, reach and turn the tappet with all kind of long and thin tools. Guess what, we did it! Not by luck but the fear of having to take off the head! Roly and I modified an "extensible picker" with a stronger rare earth magnet and electrical tape, drove it through the tiny hole in the head and flipped it back in its slot... that simple! Case closed, we put the rocker arm assembly back and take a break. Brian is now ready to proceed with reanimation procedures. Remember, all of this work was necessary to get to step one! It is 11:30 by then, just in case you wonder.



Gapping the pushrod/rocker arm takes only a few minutes and we bolt on the valve. I worked really hard during that process. I was the one designated to turn the engine at top dead center while Brian and Roly did the valve adjustments. I figured that my newly rebuilt engine had a lot of compression by the amount of energy I deployed to get to the next top dead center from one valve to the other. Once we were done, Roly noticed that the car had moved forward during the process...it was in gear and I was squeezing myself between the car and the wall. Thanks god it was not a V12! After a good laugh at me, Brian hooks up his sophisticated multimeter and proceeds with the positioning of the distributor. This looked pretty much like setting up the space shuttle.

Then, Brian looks at me and says “ what are you waiting for ? Fire it up!” I am scared while I get seated behind the steering wheel. I feel like if I’m in the operating room with the sheet up between the surgeon and myself. I have been waiting for that moment for so long. It more or less looks like a delivery room scene, the doctor waiting and the guy taking pictures while I hold my breath and finally push... the starter button ! I can feel the effort and the will to get out, “it’s coming” Brian says and Roly to add ” breathe, Louis breathe”. One would expect by then that it would scream at last but it farts...for a while ! I guess, it was a “bottom first “ delivery, but it is alive and looks healthy. I am about to pass out, I look at my watch, it is 12:15 pm. We let it run for a few minutes, we are so happy. My little TR is starting a new life and I now can share the experience with my wife and brag to the OVTC members about giving birth.

As parenthood has its highs and lows, the little TR is now having a leak, Esso 92 octane. Fuel is overflowing from both carbs and we shut the engine in a hurry. Roly notice a little tag beside the rear carb that says “ float lever?” and enquires about it. That was a reminder for me to adjust the float lever in the fuel chamber of the carbs... We proceed to make the adjustments and restart without too much problem. Brian can now get the timing and advance right. We are back on track with is reanimation procedure. Before calling it a day, Roly notices that his camera lens gets foggy as he takes pictures of the engine running. Sure enough, the fan is spreading coolant all over. We figure, it is just a matter of settling in the seal and shut the hood (sorry, the bonnet). We then look under the car and there are no signs of oil leak, so far...

Pictures from the Boot n’ Bonnet British Car day , Kingston, Ontario



***Timber Run
By Paul McDonald***

Well, if you didn't make it to the "Timber Run" you missed a highlight of the summer and perhaps the nicest country road tour that I have ever been on. It was perfect, full of great scenery and lots of twisty bits of road, taken at a brisk pace, well timed stops and great food... what else is there? Oh yes, the weather even cooperated. The Timber Run started at CTC in Carleton Place ... I know where that is. After we left the parking lot, I was quickly on roads that I had never seen before. The trip instructions were a bit scary, two pages of them, but not to worry, the last bit of the instructions read:" Now, that we've got you totally confused, just take it easy and follow us." That's what we all did as we snaked our way through the Lanark Highlands behind the Haaspers in their trusty red Spit. After about close to an hour drive through terrific paved 'made



for sports cars' roads we arrived at a limestone quarry where we had a stop. Everyone was busy snapping lots of pictures and stretching their legs ...the cars look really good next to the white rock background.

Next it was back to the road tour. I don't know if we were all getting into it more, but my car bottomed out a couple of times on the pavement.... great fun. (Must check under the car for shiny parts when I get home.) Next we stopped at the Haasper's cabin in the "Palmerston Highlands Subdivision". Wow what a location! The place looked like Storyland Village or something. The Haasper's cabin is a little gingerbread building big enough just for two, very cozy. The woods around the cabin were full of streams, water falls and walkways with hand built walking bridges zig zagging through the area. Liv and Wilf took us for a half hour tour and had to almost drag some shutterbugs away from the lovely scenery...(Kathy).



After rounding up the gang we headed off for the road again. Apparently there were two or three different endings to this tour, with one option an even longer drive. Everyone decided on option "A" a BBQ back at the "homestead". But what would an outing in the cars be without the mandatory shopping fix... no problem, the Balderson Cheese outlet awaited. Fresh garlic flavoured curds anyone? The tour continued across to the south side of Highway 7 on to the Haasper's house for a get together, kick tires, check out the too clean garages (still amazes me), the very red GT6 project and more pretty gardens.



Soon the BBQ was ready and everyone had some great food and conversation. What lovely

hosts. It kind of reminds me of the story of the little ducks. They look so calm and collected on the surface, but underneath they are paddling like hell! That was a lot of work and planning to set up the day, thank you Livia and Wilf on behalf of all the lucky club members who attended. PS: The road tour was clocked at about 200 Km long, started at 10:00 Sunday morning and took until 2:00 with us back at the BBQ.

Club drive to Scully's Pub ***By Don LeBlanc***

On August 24 the club organized a drive and gathering at Scully's Pub instead of our usual monthly meeting at the Community Centre. It was a beautiful evening, maybe a bit cool, but otherwise fine, and we had an excellent turnout of about 20 cars for the drive, including the one car from the Jaguar Club. I had driven the route a few weeks earlier when mapping out the event, but had miscalculated a bit on the time, so it was closer to an hour than the intended 40 minutes, and with the shorter days in August, we ended up finishing the drive in the dark. Still, I think most people enjoyed the route, and next year we could do it again or a modified version of it a bit earlier in the season and enjoy the daylight and the scenery along the river. Sadly at the end of the drive, we had a very unpleasant experience with the owner of Scully's Pub, and I can promise you we will not organize another event to this place. It is unfortunate that we had such a negative end to an otherwise interesting event. There are lots of other venues we can visit where we will be more welcome. Further down River Road is the Swan which I know is more welcoming to car clubs such as ours, and we will organize a similar brief country drive ending at that pub next year. Before confirming this event in last month's newsletter, I had driven to Scully's and checked out the seating on the water, and called to make a reservation and tell them how many cars would be attending. Their parking lot is rather small, but no concern was raised when the reservation was made. When we arrived however, the owner told us we could not park our cars two by two the way had done, and told us we had to leave the pub immediately to move our cars from the parking lot and park them along the side of the highway. He threatened to have our cars towed if we did not move them immediately. He also complained about a couple of cars that were parked near the entrance to the general store, which is part of this business establishment. The really frustrating aspect of this complaint was the store was preparing to close for the evening, so we were not blocking anybody from gaining access to the store. This is no way to run a business and provide customer service. We were filling up the pub with thirty customers or so on an evening where it would otherwise have been empty. I know some people were so angry at the attitude of this individual that they got in their cars and left. Others of us stayed and finished what we had ordered

and left afterwards. All in all, it was a very unfortunate ending to this evening. To the club members who attended this event, please accept my apologies, and my promise that we will not organize another club event to Scully's Pub.

Cleaning Your Triumph

By James Carruthers

Firstly, this is not how to make your car concours. Personally I don't understand the whole concept – but what I have always admired is the shine they get on their cars. So I went about looking in to polishes and found a whole world I never knew existed! I found I wasn't washing my car right at all – and I didn't know the difference between a polish and a wax. Quickly (thanks to the internet) I found out what to do and what not to do in terms of cleaning and caring for my paintwork and trim. It's restored my pride in my car – and it now really does look something special. I've had people asking me if I've had it re-sprayed – and lots of satisfying praising comments about it. I then started talking to other club members and found that they didn't really know either – so I've started to spread my knowledge. It's transformed my car – and I hope it does yours too. I do warn you though; it can get very addictive!

First of all I'll run through the 5 steps; wash, clean, polish, protect and maintain. All of these are important – and it's vital that you do them properly with the right products and techniques.

1) Wash– First of all gently rinse the car over with the hose to remove any loose dirt. Best not to use a pressure washer – as this will just blast the dirt and cause scratching. Always use a decent **car** shampoo, this will aid with the washing and also the drying too. **Do not use washing up liquid or soap**, this contains salt and will dry out your paint. What you use to actually wash with is also important – I don't like using sponges – they tend to collect any bits of grit and turn in to a scourer. I prefer to use a lamb's wool mitt. This has a deep pile and the dirt will get pulled away from the surface so then won't scratch your paintwork. I also use a technique known as the “two bucket” – a second bucket of plain water to wash your dirty mitt in before dipping it back in the bucket of shampoo.

When it comes to rinsing your car don't use the hose attachment – instead just use the end of the hose about an inch away from the paint. The water will sheet off and you'll have a lot less work when drying off. Forget your leather chamois too – a synthetic one is much better for drying your paintwork. Leather will take off any wax you've previously applied – and a synthetic one won't dry horrible and hard like leather.

2) Clean – next up you should look at the condition of the paint itself. The treatment here will depend on the quality of the surface. You should run your fingers over the paint, if you can feel lots of particles on the surface then you will need to clay your car. This involves spraying a lubricant on the paintwork and then rubbing a piece of special clay over the paint. This should remove any bits of tree sap etc – and anything nasty that is sitting on the top of the paint. It's vitally important that you follow the instructions for the clay – if not you can put scratches in your paintwork! If the clay gets dirty or you drop it then you've got to throw it in the bin. If you run out of lubricant then fill a spray bottle with car shampoo – but double the concentration it recommends. If your paint has faded, lost its shine or is stained, then you may want to consider a chemical paint cleaner to remove any oxidation and staining that has occurred over the years. Considering the ages of our cars – if you've never done this before then its well worth it – you will be surprised at the results...

3) Polish– this step is important as it gives your car the dazzling shiny look you want. Often confused with waxing... this step smoothes the surface and puts oils back in to the paint. If you look closely at your paint in strong sunlight – you may see swirl marks – it looks like lots of very small scratches in the paint. If you can feel it with your finger then it is indeed a scratch – but if you can't feel it then it's a swirl. The good thing about swirl marks is that they can be removed using special abrasive polishes such as Meguiar's ScratchX. Follow the instructions and you can't go far wrong. Not all polishes are the same – ScratchX is more of an abrasive which contains polishing oils. Alternatively there are polishes that are much like conditioners, they contain oils and nutrients that bring out the colour in your paint – and add that extra shine. Polishes should be applied with a foam applicator pad or a micro fibre cloth. The foam applicator is great because it's easy to handle and doesn't soak up all your product, it allows the right amount of product to be applied. Generally you put them on and wait for them to haze then take them off. It's best to take the polish off with a soft micro fibre cloth – they are very efficient at this. If it's difficult to remove then you're not using them right – applying it too thick. For intricate bits of paint, like the T-R-I-U-M-P-H badges then use cotton bud tips from the bathroom. Polish in the shade as this stops the product from baking on to your paint. Do a panel at a time and it should be a simple wipe on and wipe off affair.

4) Wax – waxing does not make your car shiny, it simply puts a protective barrier on the paint to protect all that polishing you've just done. It's a very important step however, if you don't wax after polishing then you are leaving your paint open

to attack from everything that falls on it. There are basically two types of wax – synthetic and natural. Synthetic waxes are usually “resin” or “polymer” based – and are very durable but don’t have that extra bit of sparkle that natural waxes do. Natural ones are just that, natural waxes – carnauba being the famous one. Natural waxes don’t last as long, however they do give an amazing depth to the paintwork. Personally I actually layer a natural carnauba over the top of a synthetic (after letting the synthetic wax cure for a couple of days) – this gives an amazing shine with great durability and is well worth the extra effort in my opinion! As with the polish, and even more important for this, you need to apply the product in the shade. What you use to apply the wax is just as important as the wax itself. Use a foam applicator (you’ll need multiples of these for each product – luckily they come in packs) for the best results – applying a thin layer as possible. Generally you apply the product and wait for it to haze and then buff off to a shine using a micro fibre cloth or 100% cotton terry towel. Again, if the product is hard to get off then you’re applying it too thick or it’s too hot – it’s best to apply all these products in the evening.

5) Maintain – maintaining involves simply getting rid of contaminants that fall on your car daily. Either wash or use special “detailing” sprays to get off oil, fumes etc when washing after waxing use half the concentration it says on the pack as not to get rid of all the wax that’s on there. To keep your car looking its best, you’ll want to be doing a proper polish every few months – and maintaining and waxing in between. There is no need to keep polishing as the wax should be protecting the polished paintwork underneath it – and if you polish you’ll remove all the wax too.

So far I’ve gone over just the paintwork – but of course the rest is important. Vinyl and rubber cleaners are available for all the rubber trim we have on our cars – don’t underestimate the importance of this – as making the rubber nice and dark also makes your paint look brighter! If your tyres have faded then using this is great for them too. You’ll want to use this before polishing the paintwork, as this will get on the paint afterwards and usually leave a sticky mess. Good old Autosol is a good one for your chrome and metal – use a polishing wheel on a drill and it’s no work at all to bring out the shine. For wheels you can buy special cleaner for every day muck – or if your alloys have lost their sparkle you can buy kits. Once they’re clean then use some wax on them to make cleaning easier in the future. Clear plastic can be polished using Meguiar’s PlastX to great effect – though I found I needed to go over my soft top’s windows twice. This will also work on rear lights etc.

My personal list of products I now use:

- Shampoo:** NXT Car Wash
- Clay:** Quik Clay Detailing System (spray and clay)
- Paint Cleaner:** Medallion Premium Paint Cleaner
- Vinyl/Rubber:** #40 Vinyl and Rubber Cleaner and Conditioner
- Clear Plastic:** PlastX
- Swirl Remover:** ScratchX
- Polish:** #7 Show Car Glaze
- Synthetic Wax:** #20 Polymer Sealant Wax
- Natural Wax:** #16 Paste Wax



It may seem like a lot of products – but they do last for long time!

Lastly if you have any questions then feel free to email me, james@mintylamb.co.uk – if I can’t answer them then I can certainly find out!

Tips

Just came out of the garage and your hands are just caked with dirty old grease and grim, don't want to scrub them with a brush and Ajax, then take 2 minutes and wash them with clean 30 weight motor oil (no water), they'll be just as clean as before with very little effort, a Henry Ford trick dating to the 1920's.

Fred Thomas

My trick is to use a handful of use ground coffee from the old filter of that morning coffee, mixed with a little liquid hand soap. Very gentle on the skin, much more so than all these degreasing solutions. The coffee grains effectively scrub your hands clean and absorb all the black stuff. It is free, always readily available (in my kitchen, not a day without coffee for starters) and environmentally friendly as well.

EmielRorije

Caveat Emptor et Venditor (Buyer AND Seller BEWARE)

***BY HOWARD BAUGUES, Editor-Spitfire & GT6 Magazine
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OK, you have finally made the decision to sell off one of your prized cars (or car parts). You consider using an online auction, but think the fees are too high, or don't want the hassle. You decide to use any one of hundreds of online classified ad sites, like the one offered by the Spitfire/GT6 magazine at www.triumphspitfire.com. You take several photographs and post them to a web site for easy viewing. You fill out the online form to offer your car for sale at a fair price, and sit back and wait for offers. You start getting email inquiries of the general nature for good-hearted folk interested in your car. Then you receive an offer or request for "bottom dollar" or "final price". Ok, no problem, you listed the car for \$7500 but will take \$6500 for it. The offer comes back from an out-of-country broker or agent representing a client who is in the market for your type of car, and sounds excited that it has finally been found.

The broker informs you that the money will be sent by express courier service, such as FedEx or UPS, and when the cashier's check is received, you will be informed how to proceed with document and car transfer. While waiting for the cashier's check, or after the check arrives, the broker informs you that either the foreign buyer has a returned cashier's check for slightly more than agreed, or his secretary has sent a cashier's check for more than agreed, purely by accident, and a simple solution is offered. The broker suggests that you deposit the cashier's check into your bank account, and wire or send the overage to a shipping agent near the coast along with the title and Bill of Sale for the car. The shipping agent will arrange to pick up your car and ship it to the out-of-country broker, and the shipping fees will be covered by the overage you send. The buyer even suggests you wait till the cashier's check clears before wiring the money. Good deal right?

WRONG!

You have just been taken by a new twist to an old game. COUNTERFEIT Cashier's checks. The cashier's check is an elaborate counterfeit and it takes the bank longer than usual to discover the fake. The seller thinks they have received a good check and send out the "extra" cash. A few days to a few weeks later the bank notifies the seller the cashier's check is a counterfeit and removes the check amount from the seller's account. The seller has lost the "extra" cash. The broker and/or foreign buyer were never interested in your car in the first place. They were only interested in scamming you out of several thousand dollars.

Can you protect yourself against this?

YES, by being an informed seller.

First, never accept a check for more than the agreed amount. If the deal sounds too good to be true, it probably is!

Second, be prepared to seek assistance in the transaction. Most international transactions for goods involve a middle man, a neutral party to act as escrow and confirm that both the payment and the item being sold are legitimate. They charge a fee for their service, but the extra protection is well worth it. What if the buyer suggests to use an escrow service he is familiar with? That sounds safe, doesn't it?

DON'T DO IT!

Another scam being played out is fake escrow facilities or fake banks, that look legit, but take your money, or car, and run. While we have grown accustomed to using many online services because of their ease of use, any transaction to buy or sell a vehicle should be handled in a professional way, and with trusted people. Get your local hometown bank involved. Ask them to recommend a trusted escrow service so you know you are safe. Most will offer recommendations for free to their customers, and some larger chain banks may offer the escrow service themselves. Either way, when the transaction has been completed, and you have your money in hand, and the buyer has the car in their possession, you both will be happy it was handled this way. So these days, not only does the buyer have to protect themselves against buying items represented as "better than they really are", the seller must protect themselves against fraud and scams. When I heard of this scam almost happening to someone I know, I was surprised and started researching it. I was even more surprised to find that this type of scam has been going on for a few years and still claims victims every month, even after being covered by many big city newspapers and two major TV networks. Either the word is not getting out to everyone, or some folks believe they are too savvy to be taken, and try to go for the "too good to be true" deal. The magazine website now displays a page warning would-be sellers to watch for scams of this nature, and soon, will provide a link to this article, and to other Scam prevention websites. This scam can happen on any classified website, and on any online auction site. Use caution and common sense on all online deals. !

Some noteworthy websites to aid in information concerning these and other scams:

<http://www.secretservice.gov/alert419.shtml> <http://www.scambusters.org/> <http://www.scamshield.com/>
http://www.consumeraffairs.com/news04/check_scam.html https://www.intergov.org/forms/wp_crimereport.html
<http://www.scam.com/> http://www.crimes-of-persuasion.com/Nigerian/purchase_used_cars.htm
<http://www.ckfraud.org/counterfeitcks.html>

Note: The above information is provided for informational purposes only. The information contained is not intended to be legal advice, nor a substitute for obtaining legal advice from competent, independent legal counsel. It also is not designed or intended to be relied upon as authoritative financial, investment or professional advice. It is simply a common sense warning.

Upcoming events

September 6. 2004 Richmond Classic Motor Show / 2004, Richmond Plaza, info - John Egan / (613) 298-2324

Sept 9th, OVTC 'Ice Cream' run. Meeting place will be the Park & Ride lot on Trim Rd, just off Hwy 174, in Orleans. The ride should take 30-45 minutes, departure time will be 6:45pm, for more information contact Michel Pilon, mipilon@yahoo.ca

September 12th. Arnprior Car Show / 2004, 3rd Annual Car Show from 11 till 4 pm at the Canadian Tire store / Arnprior, Ontario. No charge for any of this and we will be giving away lots of prizes. (Also Cruise Nights every Thursday night until fall, located in Arnprior at the Canadian tire store, starting at 6 pm.)

September 10 -12, Watkin's Glen Vintage Grand Prix. Be sure to catch all of the racing excitements, beginning Friday with the Grand Prix festival, which presents a full day of activities, beginning at noon and continues with wine tastings and parade laps, Concours d' Elegance, judging and awards ceremonies. Don't miss the Grand Prix re-enactment, as vintage race cars to the streets of Watkins Glen for two laps of the original 1948-52 racing circuit. Tickets for the weekend, USD 40.—camping not included. <http://dbserver.iscmotorsports.com/TheGlen/index.cfm>

September 12, 2004 British Car Union Show, Chicago area, This is one of the very best British Car Days in America, and it truly gets better every year. The Chicago area has a strong British car population, and you can always see great historic cars and wonderful new British cars, as well as hundreds in between. The British Car Festival, Palos Hills, Illinois. Web address is <http://www.britishcarunion.com>.

September 14th. OVTC meeting with the Jaguar Club of Ottawa, meeting will take place at the Hazeldean Shopping Mall – as part of the cruise night - at 5.30 pm followed by a drive to the Cheshire Cat pub, which is located on Carp Road, just north of 417. Contact Don LeBlanc at dleblanc@businessaccelerators.ca

September 17 / 2004, British Car Day, Bronte Provincial Park, Oakville, Ontario, More info - (416)410-4882

Sept 16th. to 19th. British Invasion, Stowe, Vermont, A Four Day Celebration and Salutation to the Great British Motorcar and all manner of other things British, Online [Registration Form](#) you can print and send to us. British Classic Motor Car Show (People's Choice) - \$45 per car Registrant & Spouse - or 1st guest Accompanying children under age 12 - No Charge or British Concour d'Elegance (Judged Competition) - \$55 per car registrant & Spouse - or 1st guest Accompanying children under age 12 - No Charge Registration Fee includes admission for two for the following events <http://www.britishinvasion.com/numain.html>

September 25th. -26th. Michigan British Reliability Run

This year it circles one of the Great Lakes, Lake Huron, going through Michigan and Ontario. The event will raise money to sponsor underprivileged children with diabetes. As of today, there are 29 teams registered for the two-day, 850 Mile event run. This Years charity:

• [American Diabetes Association](#)

(ADA's Michigan youth camp does not have a web page)

• [Canadian Diabetes Association](#)

• [CDA's Camp Huronda](#) For more information go to: <http://www.mibrr.com>

September 28th. OVTC meeting

October 3rd, OVTC fall tour, meeting at 10 a.m. at the parking of the Ottawa Park way, beside the Champlain bridge. Length of the route approx. 150 km, followed by a BBQ at Louis Boucher's home. louisboucher@videotron.ca

October 9th. 1000 Island Vintage rally, Gananoque , Registrations at town hall at 8 am . Start at 10 am. A tarmac (paved road) event for classic cars 1975 and older. Separate class for substitute (newer) cars. The roads on the route will be scenic and interesting for the driver and navigator. Approx. 130 miles in length. Entry fee of \$ 40 Cdn (30 US) will include morning coffee, post rally dinner and dash plaques for both. This rally is part of a two-day vintage sports car theme of events in and around the town of Gananoque on the Canadian Thanksgiving Weekend. Also featured are a car show, poker run and autocross. An awards dinner follows. Details will be available on the St. LAC web site: stlac.kos.net For further information & entry forms please contact: (613) 389-3566 jkinnear@adan.kingston or (613) 376-1538 < ebrunner@personainternet.com

October 26th. OVTC meeting

Did you know the following about WD40 *Submitted by Roly Mailloux*

The product began from a search for a rust preventative solvent and de-greaser to protect missile parts. WD-40 was created in 1953 by three technicians at the San Diego Rocket Chemical Company. Its name comes from the project that was to find a "water displacement" compound. They were successful with the fortieth formulation, thus WD-40. The Corvair Company bought it in bulk to protect their Atlas missile parts. The workers were so pleased with the product, they began smuggling (also known as "shrinkage" or "stealing") it out to use at home. The executives decided there might be a consumer market for it and put it in aerosol cans. The rest, as they say, is history. It is a carefully guarded recipe known only to four people. Only one of them is the "brew master." There are about 2.5 million gallons of the stuff manufactured each year. It gets its distinctive smell from a fragrance that is added to the brew. Ken East says there is nothing in WD-40 that would hurt you.

Here are some of the uses:

Untangles jewelry chains. Removes stains from stainless steel sinks.
Removes dirt and grime from the barbecue grill. Keeps ceramic/terra cotta garden pots from oxidizing
Removes tomato stains from clothing. Keeps glass shower doors free of water spots.
Camouflages scratches in ceramic and marble floors. Keeps scissors working smoothly.
Lubricates noisy door hinges on vehicles and doors in homes.
Gives a children's play gym slide a shine for a super fast slide.
Lubricates gear shift and mower deck lever for ease of handling on riding mowers.
Rids rocking chairs and swings of squeaky noises.
Lubricates tracks in sticking home windows and makes them easier to open.
Spraying an umbrella stem makes it easier to open and close.
Restores and cleans padded leather dashboards in vehicles, as well as vinyl bumpers.
Restores and cleans roof racks on vehicles. Lubricates and stops squeaks in electric fans
Lubricates wheel sprockets on tricycles, wagons and bicycles for easy handling.
Lubricates fan belts on washers and dryers and keeps them running smoothly.
Removes splattered grease on stoves.
Keeps bathroom mirror from fogging. Lubricates prosthetic limbs.
Keeps pigeons off the balcony [they hate the smell].
Removes all traces of duct tape.



Why women live longer than men

I have even heard of folks spraying it on their arms, hands, knees, etc., to relieve arthritis pain. One fellow claims spraying it on fishing lures attracts fish. WD-40 has been designated the "official multi-purpose problem-solver of NASCAR," a ringing endorsement if there ever was one. I told my NASCAR loving sons about this and they said they couldn't imagine how WD-40 can solve the Jeff Gordon problem. In celebration of their 50th year, the company conducted a contest to learn the favourite uses of its customers and fan club members, (Yes, there is a WD-40 Fan Club). They compiled the information to identify the favourite use in each of the 50 states. Naturally I was curious about Georgia and Alabama and found the favourite use in both states was that it "penetrates stuck bolts, lug nuts, and hose ends." Florida's favourite use was "cleans and removes love bugs from grills and bumpers." California's favourite use was penetrating the bolts on the Golden Gate Bridge.

Let me close with one final, wonderful use--the favourite use in the State of New York--WD-40 protects the Statue of Liberty from the elements. No wonder they have had 50 successful years.

Cruise nights:

Mondays:

Manotick Perks Cruise Night, Manotick Village Perks, Mondays, except holidays through Oct 04, Hil Goldberg, 692-5381, [hilliardgoldberg @ocdsb.edu.on.ca](mailto:hilliardgoldberg@ocdsb.edu.on.ca)

Perth Cruise Night, Home Hardware, Perth, starts at 6:00 pm, Dave Muir, 264-0750, 50panel@ripnet.com

Tuesdays:

Kanata Cruise, Hazeldean Mall, Kanata, ON., Roger Thomas, 836-3647

Kemptville Cruise Night, Rideau Restaurant, 3 miles north of Kemptville on county road 44, Kemptville, ON., 7780 Becketts Landing Road, Tel. 258 1456.

Wednesdays:

Gatineau Cruise @ Crocodelis, Crocodelis, Maloney Blvd., Gatineau, QC, Charles Cloutier, 568-7486,

Place d'Orleans Cruise Night, Place d'Orleans, Orleans, ON., Graham Maciness, 850-5207, goldvee@travel-net.com

Thursdays:

Cruise Night in Kanata Centrum, pm, Kanata Centrum, 4th Thursday in each month, start at 6:00 , Richard Rutkowski, 591-6955

Hunt club -Merivale, Canadian Tire Cruise Night, Canadian Tire, Hunt Club & Merivale, Mike Caplan, 224-9330

Fridays:

Les Galleries Cruise-in, Les Galleries, Aylmer, QC., 3rd Friday of each month until Sept., J.P. Sylvestre, 819-684-9406, www.iquebec.ifrance.com/autoshow

Saturdays:

St. Laurent Blvd Cruise, St. Laurent Plaza, Coventry Rd., Ottawa, June 12, July 10, Aug 21; starts at 4:30, Larry Way, 446-4717, larrysmway@aol.com

Heron cruise Canadian Tire Cruise Night, Canadian Tire, Heron Road, Ottawa, 224-9930,

Sep-26, Cruising Into Fall, 1310 Oldies, St. Laurent Mall, Ottawa, 11:00 to 4:00, Larry Way,

Sundays:

British Breakfast, Broadway Rest., Hwy # 16, Broadway Rest., Hwy # 16, Hil Goldberg, 692-5381, [hilliardgoldberg @ocdsb.edu.on.ca](mailto:hilliardgoldberg@ocdsb.edu.on.ca)

Classifieds

Wanted:

TR3 wheel wanted. Please call Wayne Mercer at 613-792-1252

TR6 wire harness wanted . I am St Louis area TR6 owner and trying to find a replacement for the burned up today wire harness on my 74 and in the hopes of repairing this minor catastrophe sooner than later. I am forwarding this TR6 sos with all fervor, don nelson at donelso@siue.edu

For sale:

1976 TR6, white, complete rebuild in 1991, 9.3:1 lead-free head, piper cam, 6-in1 header, Triumphtune big-bore exhaust, Triple DellOrto's with K&N, Oil cooler, recently rebuilt overdrive transmission, roll bar, tube-shock conversion w. Konis, asking \$ 15 000.—o.b.o. Martin 613 -851-7909, e-mail harasek@rogers.com

1997 Land Rover Discovery SE7, green, 170.000 km, all Power Options, dual Sunroof, Leather, Towing Package, safetied, asking \$8250.00 Martin (613) [851-7909](tel:851-7909) harasek@rogers.com

TR6 parts for sale

I have 2 car's worth of tr6 parts, too many for my own use. Both cars were around the 74 era. Parts available are engine, diff,boot,bonnet lids, hard top, all the normal electrics,etc. Would anyone in the club be interested? I live in Fergus, cell phone # is 519-766-7956 or home 519-843-2215. Colin Williams, colinwilliams@harlockschultz.com

Custom car/ATV / utility trailer, 13 feet by 5 feet 10 “. , diamond plate runway, beaver tail, front storage locker, 35 000 pound torsion axles with all electric brakes, D-rings, back-up light, low profile [5 feet by 6 feet], ring top, 2.5/75 R15 tires. \$ 3 800. --Sean Hennessey, 613-830-0121. Also Sprite hard top for sale.

71 TR6 for sale in great looking condition. The paint very good (red) with black interior. The top probably original but the plastic windows are all clear, wood/top dash looked as though it was brand new. While it is listed in the auto trader the vendor said the price was "Very Negotiable. TEL # 541-0147 ask for Ed

TR parts for sale.

TR6 : tied rod ends, ball joints, water pump 72-74, cylinder head kit, manifold gasket, clutch plate cover, clutch plate, One set used fibreglass fenders. **TR4/4A**: Tie rod ends, clutch plate and cover, ball joints. **TR3/3A** Tie rod ends, GT6 caliper kit, ball joints, rear trunnion kit, trunnions left and right, water ump Mk1-3. **Spitfire**: Water pump for Mk1-3, rear trunnion kit , trunnion left and right, muffler, brake master from 76 on. Brake shoes 67 on, brake pads from 67 on, dist. covers, tail lens. Assorted rotors, points, condensers etc. for most TR's.
Tom Hollington- Sawyer 613 258 0234 asawyer@magma.ca

TR3 A O60 For Sale \$24,500 Professionally restored, including side curtains; new tonneau cover; new roof; new radiator; re-built generator and starter, includes Shop Manual. Excellent condition and runs beautifully, never driven in rain! Tel: (450) 827-1132, Ron Jamieson, etage@mblink.net

Triumph TR6, 1975, Outstanding car, mechanic A1, red Ferrari/tan, 64 K. Completely restored by Professionals in 2001, new paint, all interior, roof, chrome, tires solid wood dash. Pictures and receipts for all work done. Total cost excee \$ 22 000. Professional estimate \$ 18 00, Make and offer 514 -745-4029 or e-mail Jpmp1010@hotmail.com

1978 TR7 - 2 Door Coupe For Sale good condition (it has been stored since 2000 - needs a fuel pump, and has had a little good quality body work done.) white exterior w/ yellow/black stripe - red plaid interior - We are currently investigating value in order to establish proper price and are willing to negotiate. For further information please contact Richard at 797-1361

1972 TR6. 75K miles. Has been parked for the last two seasons. Needs some work. Price negotiable. Includes shop manuals. Please contact Wayne Tallack. 954-7841 (office) or evenings 830-2239 (home).

1975 TRIUMPH TR6 (currently dark med. blue), current owner/family last 11 years, 57,567 odometer reading, solid and straight/clean car, overdrive transmission, mechanically sound(just passed safety), this is a "turn key" and drive home car, not mint ,but not a basket case either. Price negotiable and to be discussed (now taking

reasonable offers).SERIOUS , mature, knowledgeable buyers only please! Viewing by appt. only. Please call (613)825-2683 (Chris) for more details, info etc (please leave message, name, phone #).

Vredestin summer black wall tires, Morgan owner. The tires didn't fit the Morgan. They are suitable for TR6's . 205/75/15, asking \$250, negotiable. Andrew Grant, 613-731-8717 [south Ottawa region]. lisagrand@rogers.com

1974 TR-6 in original condition. Original Paint, good mech. 92,000 miles, asking \$12,000. Lynsueboyd@aol.com
'Phone number 613-269-3604, please no calls after 9; 30 pm.

1969 Triumph GT6+ Mk2 Fastback The car is in very good shape, fully sorted and everything works. POs have swapped the bonnet with a Mk1 version for the round turn lamps. The rear end was also upgraded to the latest GT6 version with a stronger diff setup and better suspension. Excellent engine, starts every time. The 4 speed was rebuilt by the previous owner (synchros, bearings, idler shaft, front and rear main seals, clutch, etc...). The overdrive works perfectly with no excessive noises. The left front trunion was rebuilt two years ago, and within last five the clutch line, slave cylinder and the tires were also replaced. There is a vibration at 70mph that is probably the driveshaft needing a balancing. As far as the body goes its in not bad shape, it had a frame off restoration I suspect in the early nineties. The paint is in fair condition with some small dents and scratches. The floor pans need attention. This is a great car, you could drive it across home any distance with confidence. \$5,500. Located in Ottawa. Eric Feeley (613) 261-4780 or ericfeeley@yahoo.com for more pics and details.

1962 TR4, Restoration project. Complete with extras. Price negotiable. For details, call or email Ed Kaye, 613-692-1880 or njkid@cyberus.ca

Ads in this publication will be published for the duration of two month. If you'd like to extend this period, please contact the news letter editor.

The Ottawa Valley Triumph Club is comprised of Approximately 65 members. The club meets at 7.30 pm 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 \$ 60.00 per year, corporate. **Please send membership applications** to: OVTC c/o Vivien Kaye, 1710 River Road, Manotick, Ont, K4M 1B4

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

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