



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club
Spring 2010



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It's spring...

...get those Triumphs out of storage!

NEXT EVENT

April Meeting – April 27, 2010
7pm at the Clubhouse.

(Or meet first for dinner, 5:30pm at P.J. Quigleys)

PRESIDENT'S MESSAGE

By Don Leblanc

We are very lucky to have a special guest speaker lined up for the April club meeting. Our speaker will be Emile Therien, who retired in 2006 after 18 years as chair of the Canada Safety Council. He continues to be a widely respected and much sought-after spokesperson on public health and safety issues/concerns. His main topics at our club meeting are expected to be traffic calming measures and roundabouts, but I'm sure our discussions may go into other areas, such as cell phone usage and other vehicle safety concerns. This is sure to be an interesting evening. I hope we will have a big crowd there this month. Weather permitting, this should be our first meeting this season with more Triumphs than modern cars.

While on the topic of getting out and driving your TR, if you are planning to participate in the OVTC Distance Driving Challenge this year, please make sure you bring your registration form, which can be found on page 14 of this Overdrive, with your odometer reading as of April 1 to the club meeting so it can be signed by one of the executive. Any driving done before April 1 doesn't count. Normally that wouldn't be much of a problem for most of us, but with the excellent weather this year, I need to mention it. Only mileage accumulated between April 1 and October 31 counts for this award. Bring your forms with your odometer reading recorded to the club meeting and join in the fun.

I would like to remind everyone about our upcoming June 12-13 weekend trip to Kingston. The plan is to leave Ottawa in the morning of Saturday June 12, stay overnight in Kingston, and return home to Ottawa by supper on Sunday. Details on departure times, the hotel, and other things we will be doing that weekend will be distributed to everyone within the next 2 weeks. Please send an email to president@ovtc.net if you have questions, or to let me know if you are planning to go. We have done similar weekend trips twice now, and although participation has only been about a half dozen cars or so each time, the people who have gone on these weekend trips have really enjoyed themselves. Think about doing it this year!

After missing out on it last year, the TriuMGee is back on for this year. The TriuMGee will be held on Saturday June 5. This should be a lot of fun. I will talk more about it at the club meeting this month and we will distribute details on start time and location next month. The important thing is that you make sure you've marked that day in your calendar for getting out and having fun with the MG club.

I've started to talk with the folks at Beau's to organize a drive and beer tasting at the brewery. This will probably be something we do in July or maybe even August, so we don't have details yet. I could use some help in planning a nice route with some interesting sightseeing along the way, if anyone is able to assist? Any volunteers?

I've been slow getting things going for the ABCD this year, but remember that will be coming up on Saturday July 17. I went down to Ancaster this month and talked to many of the vendors. Several of the bigger ones are planning to attend, and I know of one new vendor coming who hasn't been here before, but it is too far from Toronto for the smaller vendors, so we need to be talking with and inviting more local participants. If anyone has ideas about potential vendors we could invite to the show, please let me know.

I know it seems like a long time ago, but as I haven't been good at providing inputs to Martin for the newsletter this winter, I just wanted to mention the fun we had at the darts tournament back in February. It was a smaller turnout than some of the previous years, but we had representation from several of the clubs, and was a really good time. Hopefully we will see you out at it next February. Still looking backwards, I wanted to thank Sid for again organizing the Go Karting in early April. It was a blast. I was sore for days afterwards, but worth every second. There should hopefully be a picture somewhere in this newsletter of the intrepid Karters.

We had a beautiful early spring this year. Let's hope it is a harbinger of things to come for the summer. After the wet summer season we had last year, it would be a welcome change. We have lots of things being planned for the coming driving season. More details will be available soon. Happy motoring.

Cheers,
Don



EDITOR'S EXHAUST

By Martin Burt

I do apologize for the long delay since the last newsletter. It seems that life kept me busy over the winter and I never quite managed to get enough time to coordinate with Don to get the newsletter finished. I promise it won't be as long before the next issue. Thanks to everyone who's sent me material, I do have quite a bit saved up, but I'm always looking for new articles. I'd especially appreciate photos of your cars and club vents you attend. Please drop me an email.

I did manage to get a bit of work done on the TR6 during the off season. My brake master cylinder was shipped off to Apple Hydraulics for a re-build and I was very pleased with the service and result. While that was being done, I

stripped and re-painted the pedal box, rebuilt my front calipers with my expensive new stainless pistons from TRF, and rebuilt the wiper motor. On re-installation I managed to shatter the original plastic of the brake light switch. A few days later I happened to be passing a Benson's Autoparts and stopped in to pick up some Valvoline VR1 oil. On a whim I provided a part number and asked about a new switch. The young fellow at the counter was very helpful, checked his computer, made a few phone calls and informed me that they had one in their Montreal warehouse and it would be there in 24 hours. All for less than \$9.

Everything is now back in the car and I've switched to silicone brake fluid too. While I was at it, I replaced the 0.7" clutch master cylinder with a 0.75" I bought on eBay last year. The clutch engages much more quickly and with less force. I'd recommend the switch to anyone replacing a clutch master. I also got around to installing the Goodparts front springs I bought last year. I'd done the rears last summer and I'm much happier with my new ride height compared to the Moss uprated springs I had been using. The car is about 1 1/2" lower and looks much better.

I am hoping to run an inaugural Garage Tour event in mid-May. The idea is to visit a few member's garages to look at cars, projects, tools or just talk LBC. I'm looking for a few volunteers who would be willing to host a group of petrolheads in their garage for 45 minutes or so. Please drop me an email or talk to me at the April meeting if you're interested.

Cheers,
Martin



TR8 Contest Car- The Speed Machine

By Paul MacDonald

As part of my search to find all the TR8 coupes ever made it was inevitable that I would come across a car that had my name on it.

In December 2000 the original owner of a TR8 coupe, TCN160003 posted an email on an internet forum asking questions about his car. He was interested in finding out any information he could about TR8s.



His intention was to restore the car and give it to his daughter...someday. I told him that if he ever wanted to sell the car to give me a call.

One thing lead to another and the next September on my way to the Bronte British Car show, just outside Toronto, I stopped by his house to see the car. It had been stored in his garage since 1989 and amazingly he was the original owner. The car was in pretty good shape with a little surface rust in a few spots and a lot of dark undercoating covering just about everything. It had original paint and seemingly original everything else. He had won the car in a photography contest in 1980 with a picture that he had taken of his daughter playing a flute. He said that when she turned 16 in around 1989 and was looking for a car to drive, he decided that a V8 sports car was a recipe for problems and stopped driving the car.

Here is a picture of the car 'as found'



I checked with him again in 2004 and was told that the car was in the shop being brought back to life. Fast forward to November 2006, I got a call from him asking if I was still interested in his car, to which I replied unfortunately, YES! as I really didn't need another TR8. He had gotten the car back on the road after spending a small fortune replacing the gas tank and various other repairs. His daughter had driven the car all that summer and loved it, however there was no place to store the car now (it wasn't going back in his garage/woodworking shop) and was sitting outside at his cottage. A deal was struck and I headed out to pick up the car just north of Toronto, near Barrie Ontario. I had a tow bar and set of lights and had towed a couple of TR8s before using this method.

We got the car hooked up, driveshaft disconnected and got copies of lots of contest paperwork and headed for home. It seemed like the operation was going too good, it started to snow just as we left Barrie (which is in ski country). After a tense 300 mile drive we arrived home with my newest addition to the 'fleet'. At the time I had two convertible TR8s and an automatic pre-production TR8 coupe (that I promised to sell to make room for the latest addition).



The car has been given the once over and sprinkled with large bills since it arrived. The paint was stripped back to bare metal, the few rust spots that it had were cut out and it was given a new white paint job. Many hours were spent removing the undercoating from the engine compartment, but it is amazing how this stuff preserves the paint underneath.

The interior was refreshed with new red carpet and repairs to the driver's seat back. The interior is one of the best originals that I have seen, showing very little fading which is so common for the red check.



Recently the car has been given many new parts, mostly the standard ones that need replacing on these cars like air control knobs, signal light switches, cowl steering bushing, new transmission bushings, you get the picture. As well, there have been some additions which while not stock, can be easily removed to bring the car back to original condition. These include new 14 inch Panasports, K&N cone filters, a new CD player with upgraded speakers, one of my 'white gauge kits', and a stainless exhaust system with new ceramic coated TSI exhaust headers. I also have an electric window and door lock kit ready to install.

The car originally came with the standard TR8 decals as well as the Canadian decal package which was applied to many Canadian TR7s and TR8s. These decals consisted of silver and yellow stripes along the sides at the tops of the front fender to the rear fenders and wrapping around the rear clearance light down the rear quarter panel. It also had the TR8 only matching stripes along the rocker panels. I have not replaced the decals on the car, as I like the clean look that it now has.

Winter Bash 2010



OVTC Meeting Dinners -5:30 at PJ Quigley's

At Peter Whitworth's suggestion, we would like to invite anyone interested to meet for dinner on Tuesday before the club meeting. The idea is that we will meet at PJ Quigley's (250 Greenbank Rd.) at 5:30 pm for a bite to eat before going to the club meeting for 7 pm. This is something that the Jaguar club folks do before their meetings at Manordale, and so we thought we would give it a try also. Everyone has to eat, so if you'd like to have dinner with your fellow OVTC members on Tuesday before the meeting, please just come on out to PJ Quigley's around 5:30 pm.



Sunoco Ultra 94 Update

As most of you are probably aware, Sunoco and Petro Canada merged recently. The following information about the availability of Ultra 94 gasoline that many of us use in our cars is from the Petro Canada website at <http://www.petro-canada.ca/en/canadagasstation/5442.aspx>

I see some Sunoco sites are changing to Petro-Canada? What's happening?

* We recognize the importance of our specialized fuel products such as Ultra 94 gasoline. We will continue to sell Ultra 94 at these sites, and introduce it to select additional Petro-Canada sites as well.

Can I still buy Ultra 94 and Gold Diesel at Sunoco sites? Will I be able to buy Ultra 94 and Gold Diesel at Petro-Canada locations?

* The same Ultra 94 we sell today will be sold at Sunoco sites that are converted to Petro-Canada and at select additional Petro-Canada locations in the future.

Is the Ultra 94 sold at sites that have been converted to Petro-Canada still the same fuel that I purchased at Sunoco?

* Yes, this specialized gasoline product is the same high quality fuel product that was available under the Sunoco brand. All of the performance and octane benefits remain unchanged.

OVTC Events Calendar - 2010

April	27	Monthly Club meeting – Knoxdale Community Centre, Guest Speaker - Emile Therien, former president - Canada Safety Council
May	15	OVTC Garage Tour (tentative)
	25	Monthly Club meeting – Knoxdale Community Centre
	29	Rideau Lakes ACCCC Flea Market, Lombardy Fairgrounds, Smiths Falls
	30	Club Drive to Hudson Car Show, Hudson Quebec
June	5	TriuMGee OVTC/OMGC multi-club event
	12-13	OVTC Weekend Drive – Kingston ON
	19 - 20	Mosport VARAC weekend
	22	Monthly Club meeting – Knoxdale Community Centre
	27	Carleton Place Car Show, Riverside Park, Carleton Place
July	1	Almonte Canada Day Car Show, Gemmil Park, Almonte
	4	St. Lawrence Valley Car Show, Fort Wellington, Prescott
	11	Club Drive - Merrickville Car show –Winery Tour – BBQ
	17	All-British Car Day – Britannia Park
	24	Club Drive – Ottawa East End
	27	Monthly Club meeting – Knoxdale Community Centre
August	7 or 8	Club Drive and Lunch (location to be confirmed)
	13-15	401-Pack Mini-TRials in Ottawa
	15	Club drive to Boot'n Bonnet Car Show, Kingston
	21 or 22	Club Picnic at Dyer's Tree Farm
	24	Monthly Club meeting – Knoxdale Community Centre
	29	Hazeldean Charity Car Show, Hazeldean Mall, Kanata
September	6	Richmond Motor Classic, Richmond Plaza, Richmond
	11	Watkin's Glen Vintage Racing
	25 or 26	Club Fall Colours Drive
	28	Monthly Club meeting – Knoxdale Community Centre
October	3	Tiptoe Through the Tulips Jaguar Club Rally
	26	Monthly Club meeting – Knoxdale Community Centre –Elections
November	23	Monthly Club meeting – Knoxdale Community Centre

Cruise Nights Calendar - 2010

Monday	Tay Touring Club, Perth (starts May 31) Docksyde, Morrisburg (starts May 24)	Thursday	Almonte Cruise Night (starts May 13) Smith Falls Cruise Night (starts May 13) Cruisin' the Dub Merivale Rd (starts May 13)
Tuesday	Hazeldean Mall (starts May 4) Hawkesbury (starts May 25)	Friday	Kemptville Food Basics (starts May 7) Good Time Cruisers, Cornwall (starts Apr 30)
Wednesday	Rideau-Carleton Raceway (starts May 5) Cornwall Olde Car Club (starts Apr. 14) AVAO Car Club, Gatineau (starts May 5)	Third Sunday of month	British Car Breakfast at the Broadway Bar and Grill, corner of Prince of Wales and Fisher at 08:30 am



Those of you interested in a longer fall drive might want to check out this event being organized by the Toronto Triumph Club.

“The 600km route leaves from Lindsay, ON with an overnight stay in Bancroft. Travelling along only secondary roads, no 400 highways on this event, it is back to what driving was meant to be, a pleasure. You will be visiting some of Ontario's most picturesque small towns, many of which hold festivals on the first weekend of October. You will be amazed by the scenery, the colour of the leaves, the lakes, the rivers and even waterfalls, plus the many quaint little establishments that we will visit along the way”

For more information see http://www.technolutionsci.com/LPR/2010/2010_Leaf_Peeping_Rally.htm

OIL DRIPS – OVTC Member Submissions

Martin -- You might put a little blurb in the next Overdrive that those interested can check out a short history of my purchase of our new 78TR7 back in 1979 and a fairly thorough description of the trials and tribulations of restoring/ rejuvenating it since we got it back from our nephew three years ago.

I took the opportunity to "improve" a bit on the original in order to make her more like the car she should always have been -- better handling, much better braking, and considerably greater hp (135 vs original 92)..The quest for the latter was a bit frustrating but worked out well in the end; There may be some pitfalls to avoid that others could learn from.

For those interested, they can connect to:
<http://www.betterpolicyonline.com/documents/restorationhistory.pdf>

Ciao,
Jim Martin
78TR7

Thanks to André Rousseau for sending this along:



So you think your garage is small?

<http://www.biertijd.com/mediaplayer/?itemid=18251>

Wayne Mercer is getting ready to impress his neighbours with one of these:

www.StyleYourGarage.com - creates posters for garage doors that make it look as if it's actually showing the interior of your garage, and what's in it!



Mike Graham came across this small piece at:
<http://www.bmcno.org/tech%20tips/techtip.htm>.

(07/15/09)

Machinist's Workshop magazine tested penetrants for break out torque on rusted nuts. They arranged a subjective test of all the popular penetrants with the control being the torque required to remove the nut from a "scientifically rusted" environment. The results are as follows;

Penetrating oil.....	Average load
None	516 pounds
WD-40	238 pounds
PB Blaster	214 pounds
Liquid Wrench	127 pounds
Kano Kroil	106 pounds
ATF-Acetone mix....	53 pounds

The ATF-Acetone mix was a "home brew" mix of 50-50 automatic transmission fluid and acetone.

eBay Finds

This one may actually be of interest...

TRIUMPH TR 2 3 4 4A 250 5 6 7 8 UK SPORTS CAR PENNANT

Item condition: --

Quantity: More than 10 available

Price: **£6.95**
Approximately EUR: 7.67

[Buy It Now](#)

[Watch this item](#)

Postage: **£1.50** Sellers Standard International Rate [See discounts](#) | [See all details](#)
Estimated delivery time varies for items dispatched from an international location.

Payments: **PayPal**, Postal Order or Banker's Draft, Other - See seller's payment instructions | [See details](#)
Pay with PayPal and you're fully protected. [Learn more](#)

Returns: Returns accepted | [Read details](#)

Top-rated seller
isaydingdong (32945) ★
100% Positive feedback
Consistently receives highest ratings
Dispatches items quickly
Has earned a track record of service

Ask a question
Save this seller
See other items

Visit shop: [Say Ding Dong Stickers](#)
Registered as a Business Seller

Other item info
Item number: 40004382429

OVERDRIVE BACK ISSUES

Here are the passwords for back issues of the Overdrive, which can be found on the OVTC website at www.ovtc.net/overdrive.html

2010

Issue 003 = lemans
Issue 002 = hot
Issue 001 = back

May = James
June = drive
July = Doc

Oct = rain
Nov = fall
Dec = snow

2007

Jan = nosnow
Feb = red
Mar = TR6
Apr = spring
May = Ancaster
June-Aug = summer
Sept = Fly
Oct = Orange
Dec = snow

Aug = Steph
Sept = TR2
Oct = goodwood
Nov = cold
Dec = snow

2004

Jan = bonnet
Feb = clutch (not used)
Mar = diff
Apr = kit
May = speed
Jun = RACING
Jul = ignition
Aug = gt6
Sep = octane
Oct = stainless
Nov = cam
Dec = jingle

2009

Spring = atlast
Nov/Dec = dinner
Sept/Oct = election
August = hazeldean
July = starter
June = volunteer
May = fling
April = gokart
Winter = 20years

2006

Jan = red
Feb = baby
Mar = smoke
April = triumph

2005

Jan = yellow
Feb = redtr3
Mar = stag
April = GT6MK3
May = TR7
June = Spitfires
July = Mosport
Aug = ABCD
Sept = TR4

2003

Dec = peanut

AUTOJUMBLE

Of interest to TR7 and TR8 Owners

A former member of the OVTC, Derek Holbeche of Perth, Ontario has a head lamp switch for a TR7 or TR8 to be given away Free & Gratis. It is in a Lucas box marked switch #34224. Anyone who is interested can contact Derek at dholbeche@sympatico.ca or call him at 613-267-6676. [2]

TR6 parts for sale

Good Day,

Remember me, used to be a member years ago sold all the Triumphs and moved on to a 1939 Pontiac Street Rod. Well I have moved on again, sold the street rod and now have (JUST GOT) a 1988 Ford Mustang convertible GT 5.0L 5 speed. Nice car, you will probably see it at Orleans car show/cruise- in. Anyway going through the garage I found some Triumph stuff. All Stuff was from Obsolete Auto Parts
 Triumph TR-6 repair operation manual \$85.00
 Weber carburetor manual \$43.75
 TR-6 hose heater feed #623285 & 623284
 ignition - points \$6.90
 low tension lead \$16.75
 pcV valve diaphragm \$14.99

All prices given are dollars I have spent. As I have no use for this STUFF anymore, willing to negotiate offers....

Hope all is well.

Regards,
 Dale Boyd
 613-269-3604

[2]

TR6 Parts for sale

Convertible Top Boot in Biscuit Brand new, Everflex convertible top cover from TRF. Biscuit colour (caramel tan). Never removed from packaging. Asking \$225.

Brand new **black carpet set**.

Victoria British Deluxe Carpet Kit (part # 9-9506). Never used. \$225
 Contact Martin at

burt@sympatico.ca [0]

TR3 parts for sale

Brake drums (2) - 10 inch, honed , sandblasted + painted

Fender beads - rear (2) + front (1)

NOS headlight trim rings(2) screw type

Contact Shaun @

shennessy@rogers.com [2]

Older model Spitfire parts

I was given some parts for an older model Spitfire by Bill Ferguson, who had parted out a car last year but found a few extra bits and pieces recently in his basement and donated them to the OVTC. I would like to pass them on to someone in the club who needs them for their car. The parts are from either a Mk I or II model Spitfire. What we have are:

Rear quarter panel – should fit a Mk I (maybe Mk II)

Generator

Various headlight chrome pieces and side marker lights

Some door handles and mechanism parts

A few other bits and pieces

Please contact Don at president@ovtc.net and we can make arrangements. [0]

*Submit your free ads to the
 Overdrive Editor
 (overdrive@ovtc.net)
 no later than the 1st of every
 month.*

*Ads will run for 3 issues
 before being deleted, unless
 you request an extension.*

OVTC MEMBERSHIP

Join the Ottawa Valley Triumph Club

The Ottawa Valley Triumph Club is comprised of approximately 65 members.

The club meets at 7.00 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 Barry Bowden
 31 Marchvale Dr
 Kanata, ON K2W 1C1
 Tel: 613-839-1110
 E-mail: membership@ovtc.net

OVTC EXECUTIVE

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OVTC LONG DISTANCE CHALLENGE

The purpose of the event is to encourage OVTC drivers to drive their Triumph as much as possible. To help and encourage all participants, the participation to this challenge is also compliant with the British Car Council Incorporated "Long Distance Award". The logistics, rules and regulations are as follows:

1. Vehicles participating must NOT be "daily drivers" (i.e.: only classic cars used for driving for events and pleasure during the season are eligible)
2. Contest timing will be April 1st through October 31st, 2010.
3. The event will be open to all OVTC members. OVTC is a member of BCCI so mileage also counts for the BCCI Distance Award.
4. Each participating automobile will have the odometer read by a member of their club executive at the start and end of the contest.
5. Club executives will be responsible for recording the starting and the ending odometer reading on the attached form.
6. Any defective odometer instruments are the responsibility of the owner to repair (no verbal estimates of distance will be accepted)
7. A dash plaque or other prize will be awarded by the OVTC to the top three drivers at the end of the season.
8. A distance achievement certificate will be awarded by the OVTC to all club members who successfully complete more than 2000 miles within the contest period.

Let's get out there and drive those Triumphs! Remember to have fun and drive safely.

OVTC LONG DISTANCE CHALLENGE CERTIFICATION FORM

Driver(s) Name(s) _____

Car Make, Model & Year _____

Contest Commencement

Odometer reading at April 1, 2010 _____ km / miles

Odometer/distance gauges in working order Yes / No

Name/Signature Club Executive Member

Date _____

Contest Conclusion

Odometer reading at October 31, 2010 _____ km / miles

Odometer/distance gauges in working order Yes / No

Name/Signature Club Executive Member

Date _____

HAPPY 40th BIRTHDAY – TRIUMPH STAG



 **Triumph Stag**