



# VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

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May, 2000



***Al Stigter of ASE motorsports explains the finer points of...***

- ***Richmond Show – volunteers needed!***
- ***How much for a vanity plate?***

Send Newsletter submissions to: OVTC, c/o 8 Pentland Crescent, Kanata, Ontario K2K 1V5

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*Cover: Al Stigter explaining the finer points of primer, etc.*

Message from the President:(Mike Graham)	2
Report from Last Meeting .....	2
Calendar of events .....	3
Ancaster Flea Market 2000 (J Day) .....	4
Andrew learns some lessons (A. Miller)....	4
High price of putting your ego on a plate by .....	5
Advertisements .....	8
Classified: .....	8

### Message from the President:(Mike Graham)

#### Taking the plunge

Well I could put it off no longer. Declining oil pressure and loss of compression in two cylinders forced me to tackle an engine rebuild in the six sooner than I hoped might be necessary. But what the heck, it had to be done some time, and no time like the present to gain valuable experience!

At times like this it is great to have the OVTC and its members to provide both technical information and advice as well as lots of encouragement and moral support. Doc Mills has kindly "adopted" me and my car and is a very willing and knowledgeable teacher. Every visit with Brian is a chance to learn something new!

Right now the engine is disassembled and the block and head are being "hot tanked". Once the accumulated oil and sludge is gone, its time for some final measurements and decisions. Looks like things are in pretty good shape internally so I may have caught things before major problems developed. Now I need to see if I can get it all back together and running in time for Richmond! Will keep you posted.

Last meeting was held at the garage of Al Stigter, where we learned about painting and restoration work in general. It was a nice

follow-up to our visit to Robin Fredette, and once again we were treated to a very informative evening. This month we are back at the clubhouse and the aforementioned Doc Mills has agreed to prepare a presentation on hydraulics and brakes for our benefit. That presentation and the chance to kick some tires will be sure to make the meeting worthwhile.

You should be receiving your newsletter about a week earlier this month. We were caught out by the long weekend last month, and several out-of-town members did not receive Overdrive in time to learn about the change in venue. Andrew has kindly agreed to move up the publishing deadline so that we can avoid similar delays in future. Sorry, for the confusion, and thanks for drawing it to our attention.

Over the next few weeks you may well receive a telephone call from someone on the executive. We will be seeking your help with the Richmond show.

Please lend a hand to make our show the best in the area. We will have flyers at the next meeting. Please take a couple and post them on local bulletin boards or at work. Every bit of publicity helps.

See you on 23 May.

Mike

### Report from Last Meeting

We had a strong showing out at Al Stigter's place in Osgoode. I, along with others, was expecting a garage near a house in Osgoode. As it turned out this was a GARAGE near a house in Osgoode. The side extension held two Dodges, an Alfa and shelves of parts. Sid was eyeing the Tiger dashboard and the instruments. (I didn't say coveting nor drooling) The main room held an MGB in a rotisserie, and three other cars, the separate paint room held a Dodge

Charger. Al kept us entertained passing along tidbits and demonstrated a strong expertise in restoration. (for those who attended the session with Robin Fredette, they may recall that Robin recommended Al as a paint man). Certainly Al was a natural complement to Robin.

Al fielded a barrage of questions and I'm sure he'll be involved in future restorations for some members.

Al closed the evening with a talk on Appraisals and the 'grey' area in insurance protection. He talked about fair market value, agreed value etc. etc. Best advice –

1. talk to your agent/broker – use an appraiser recommended by them
2. ensure that the agreed value is 'agreed' to by the broker
3. In the event of a claim dispute – regular appraisals provide a solid foundation for negotiation
4. If in doubt - Talk to your broker – use pointed questions such as "If my car was to vanish from the face of the earth tomorrow – how big would my cheque be?"

Many of us have Silver Wheels coverage through Lant & Co (Advertisement later in this newsletter)

Tony and Angela at Lant responded promptly to email questions (yes, I have it in writing) and convinced me that I have sufficient protection.

### Calendar of events

May	23 – Regular meeting at clubhouse (Brian to talk on hydraulics and brakes) 28 – Fun run to Alex Bustard's in Iroquois – map available at meeting
June	25 – <i>Richmond Show</i> 27 – Regular meeting will be <b>CANCELLED</b> (Richmond instead)
July	16 (to be confirmed) - rally ending at Al Tierney's 25 – Regular meeting will be held at home of Brian and Pat Mills

	(tour of facilities and general chit-chat)
August	22 – meeting at clubhouse
September	26 – meeting at clubhouse
October	24 – meeting at clubhouse
November	28 – meeting at clubhouse
December	TBA – Christmas Party

### Regalia

We are always looking for suggestions for new regalia items ... so if you have any ideas please let us know.

See Gord Robertson (the guy with the blue suit case ) at the monthly meetings.

ITEM	PRICE
Club licence plate frames	\$4
OVTC crest lapel pins	\$4
OVTC crest patches 3"	\$4
T-shirts – S&C auto show	\$5
T-shirt – 25 years of TR Register	\$20
Baseball hats – new style	\$8
Baseball hats – OVTC crest	\$8

### NEW REGALIA.... CREATE YOUR OWN

Kim Chevalier, one of our regular regalia vendors at the Richmond show sent a catalogue of the clothing items she carries, Golf shirts, denim shirts, sweat shirts, light jackets... leather jackets, etc. The prices in the catalogue seem very reasonable and include the embroidery of our club logo on the chest, for an additional \$6 she will also embroider your name above the logo. The great thing about this offer is that there is no minimum order for each item. So please come and look through the catalogue at the meeting.

The order is in for three dozen baseball caps in assorted styles and colours, with the same style of embroidery as the last batch. (maybe even a black one for Paul)

Gord Robertson - the guy with the blue suitcase.

### Ancaster Flea Market 2000 (J Day)

While the U.S. has Carlisle and Britain has Beaulieu, Canada's British Car flea market mecca has to be at Ancaster. I caught a lift to this year's event with Paul & Kathy MacDonald. Paul had arranged to pick up a TR8 door for his 'spare' gold TR8, and I wanted to head down to chat up what vendors I could for our Richmond show. For some things, a fax or phone call just isn't the same. It is a bit of a drive, so we arranged to be on our way by 5 a.m., and we timed our arrival just as people were going in for the 10 a.m. opening.

There was certainly a wide selection of vendors selling new & used parts, as well as all the assorted paraphernalia (clothing, paints, cleaners, etc). I saw all our favourite vendors from past years, such as Fred McEachern, Martin MacGregor, Kim Chevalier and Carol Ouellette. I also spoke to Steve McCutcheon, who formerly operated 'Brits & Pieces'. While not in retail any more, Steve is still heavily into Triumphs, and is currently restoring the only Canadian 'Italia' coupe I know of.

The parking lot at Ancaster that day is almost as good as any show. There were a ton of Triumphs, including a couple nice TR250's. E-types were in abundance, as were the other Jaguars. Ahead of us in traffic at 10 a.m. was an immaculate two-tone Lotus Elite, with the licence plate 'LOTUS' (I wonder who in Ontario paid \$500 for the new 'Triumph' plate?). Also in the lot, although I'm not sure why, was a restored 1940 Tatra (Czech car) model 87. A huge, futuristic, whale-finned monstrosity, so it was. Cool!

While my main mission that day was to 'schmooze' with the vendors, I couldn't resist buying a couple of things. One was a bottle of 'Water Wetter' to try & help cool the TR3A this summer (black/black is not a summer colour scheme, I have found). I also got a TR3A pin (in black) for \$3. A fair deal. I nearly bought an "Eagle's Race" diecast 3A from Triple-C for \$20 Cdn. The price was good, but I figured I had 3 different brands of diecast 3A's now, so I passed. On the way home, I pondered my

decision.

Paul met his door contact at 2:00. He was told to look out for a guy driving a Pontiac minivan ("resembling a DustBuster" was the owner's description!). Sure enough, in came a Black&Decker on wheels, and the gig was up. We were then on our way home. My thanks to Paul & Kathy for the ride, and to our future vendors at Richmond this year!

### Andrew learns some lessons (A. Miller)

Thanks to Gord Robertson & Stéphane St.-Amant

At the last meeting I elected to take my new toy out for a drive. The first sign of trouble was that the E-type needed a boost to leave Kanata. I was keen to get going and wrote it off to "it's been stored for a week and a half..." (wrong)

As the car purred (hey, it's a Jaguar) over the clicks to Osgoode the voltmeter ranged from 10v to 12 or so but never really settled down to 'normal'

Gord Robertson kindly gave me a boost in Osgoode and offered to follow me back to Ottawa.

The headlights were very dim, horn wouldn't sound and indicators were dead. Almost within sight of Chez Kaye the engine quit.

First thoughts were to prevail upon the hospitality of the Kayes and push the E-type to their place. A quick scouting trip with Gord ruled that out - too far to push. We returned to the car.

Called CAA - first call got through. I had CAA coverage which covers the first 5km. The towing company called me back and prompted me to upgrade over the phone to CAA plus (200km range). Called CAA back, my cell phone then turned into a great listener but not a talker. Luckily, Stéphane stayed behind (really! he wouldn't leave until the tow truck arrived) and lent me his cell phone (merci encore, Stéphane)

CAA wouldn't upgrade over the phone - they now have a 7 day waiting period. Finally tow truck arrives. Driver is a certainly a character. Turns out he drove a Lotus 'roller skate' for a week-end back in the 70's and can't really understand British cars. Nor their owners. He



then gives me that look that mothers give to their pets. We chat continuously and discover some mutual friends in Kars.

After 45 minutes he gets me home, decides that I've had a rotten night, he's sold the business and prefers a cash payment – he says "\$20?" I reply "Done!"

Next day. Digital voltmeter in hand – approach car. The positive lead to the battery isn't even finger tight. So I disconnect the leads and hook up trusty battery charger. After 3 hours battery is reading a full charge. Re-connect the battery to the car. Battery reads 12v, starts the car and Alternator reads 12v – Big sigh of relief – voltmeter just touches the 'charging' part of the gauge - cheap, easy fix? (wrong again!)

Called CAA and upgraded to CAAplus. Since I've been buying my gas at Sunoco and swiping my CAA card the actual upgrade was \$7

Question: Was the battery failing to hold a charge? Or was the alternator failing to give one? Or was some strange cosmic combination?

Drive car for 7 days – dies in the driveway. Alternator at idle 12v, battery 4v. Now takes 45 minutes to hit full charge from battery charger. I stop by Miniman, Rob & Eric suggest it may be the alternator ("don't worry – brush sets are cheap", says Eric)

Next day 12v battery, 12v car starts but doesn't turn over well. Decide to take it to Miniman and have a proper diagnosis and have the battery stress-tested rather than hope it's fixed and find out the hard way it's not.

Final Problem(s) – voltage regulator cooked, light relay connection shorted, wiring from alternator looks good but measures intermittently. Turns out that a butt connection has pulled apart underneath some electrical tape and is sometimes on mostly off. Each time Rob fixed what he thought was the problem another intermittent problem would surface. Other connections within the alternator harness had been 'repaired' and were also intermittent. Rob removed 4 butt connectors, refreshed the alternator spade plugs and re-checked the harness.

*Lesson #1: they just don't get any better than OVTC members. Gord & Stéphane, beers are on me next time we meet.*

*Lesson #2 if you're thinking of upgrading from 5km to 200km coverage with CAA the upgrade is \$29 – much less than a tow*

*Lesson #3: If you're thinking of upgrading to CAA plus –do it now – waiting 7 days could be too much to bear*

*Lesson #4: Buy gas at Sunoco and swipe your card – 2% of all purchases are deducted from your CAA renewal fee.*

*Lesson #5: There is no such thing as a cheap quick fix.*

*Lesson #6: That sinking feeling when your car lets you down is immediately forgotten when a fellow OVTC member stops to help.*

*Lesson#7: Ordered the Haynes manual on Electrical troubleshooting*

*Lesson #8: When tracing wiring problems – remember the real estate maxim about the three most important things – in our world continuity, continuity and continuity!! 12v at the alternator (easy point to measure) does not mean 12v at the regulator!*

**Following on from John's comment about \$500 for a Lotus plate.**

**High price of putting your ego on a plate by**

Mary Gold (Times of London)

Houses are not the only thing rocketing in value. Changes to the numberplate system mean owners of personalised plates may be sitting on a small fortune.

Jimmy Tarbuck has COM 1C, Paul Daniels has MAG 1C, and Jimmy White has 1 CUE. And for some people one plate is never enough: the excavator magnate, J. C. Bamford, owns JCB 1, JCB 10 and every JCB plate in between.

Love them or loathe them, the market for personal plates has grown in popularity in recent

years and no one can deny that they are a good investment, if only to give an instant facelift to that seven-year-old BMW by disguising its age.

From next year every new plate will be made up of seven digits and letters, according to where and when the vehicle was registered. The Government believes it will make crimes easier to solve in cases where people can remember only part of a plate. Because the number and variety of private plates is likely to be reduced, their prices are set to climb.

"The new plates are much messier than the old ones and less likely to form names or words," says Joe Randlesome of the personal numberplate seller Registration Transfers.

"This is good news for us because vanity plates, as the Americans call them, will be more covetable when the system changes."

Many personal plates sell for more than an average house. In 1993 an anonymous buyer paid £235,000 for K1 NGS. Other costly plates are G1 LLY (£87,000), ELV 1S (£75,000) and S1 NGH (£108,000). Not all plates are this expensive. Many start at £250, plus an £80 fee for the Department of Transport to transfer it.

Many people buy a plate as a badge of their profession - opticians go for EYE 2 and doctors like plates with the word DOC in them. Some go even further. Charles and Lisa Bullock, owners of the Chequers Inn at Smarden, Kent, have R8 PUB and V8 PUB on a pair of Mercedes. "We bought them as a bit of fun," says Charles. "We've had personal plates, always with PUB on them, for quite a long time and they do attract attention. I like mine but it's not my favourite possession - my wife is."

Dee Sleaford, a nursing home owner from Warwickshire, paid £350 for DEE 44 in 1972 and has used it on 20 cars since. It now graces a BMW 318i coupé and recently she was offered £16,000 for it. "People stop me in the street and ask if they can buy it and some rude men have even asked if the 44 is my bust measurement. But I wouldn't part with it. It's my most treasured possession, after my diamonds of course, and it's making money while it's just sitting there."

Companies that sell the plates agree that they are bought only by people who are rather upfront, to say the least.

Registration Transfers gets around 9,000 calls a week and 70,000 hits on its Internet site.

The more common the name, the more competition there is for it and the higher the price - bad news if you are John Smith, because JS1 is extremely unlikely to be on the market. One of the most pricey plates is JON 1, which sold for £50,000 four years ago.

But Randlesome says that by putting plenty of details into the computer about middle initials, dates of birth, lucky numbers etc, Registration Transfers can often find something suitable for a fraction of the price. Hence John Dixon, who rang to inquire about JON1, ended up buying JSDXN for just £500.

So while it used to be a matter of trawling through the Sunday papers, you can now find out very quickly whether the plate for you is out there somewhere.

And just think, if you secretly hanker after one but can't afford the plate you really want, you could always save yourself a bundle by changing your name to P470 BCS. Or you could just buy FU 2, which was formerly owned by the porn star Fiona Richmond and is currently on the market for £115,000.

(forwarded on by SHANNON LEE MANNION)

Hello Car, Truck and Motorcycle buffs everywhere,

Please spread the word about the CHEO Duck Race at Hartwell Locks this coming Saturday, May 13.

We will assemble in Parking Lot Six, just to the right off Bronson, at 10:00 a.m. and then parade to the street opposite the locks shortly after.

This is a grand event and the organizers, Wayne Ellwood and company, would love to see as many vehicles out as possible. See everyone there!

Shannon



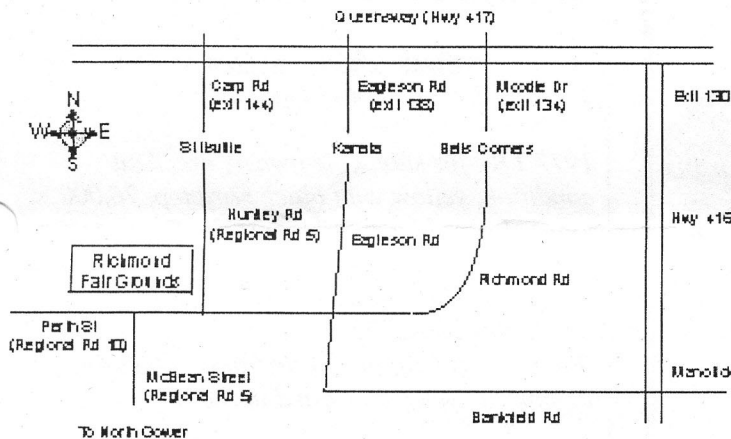
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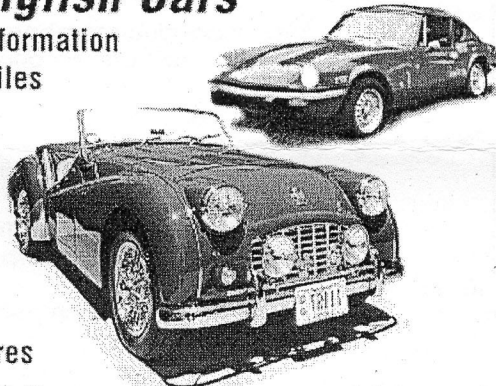
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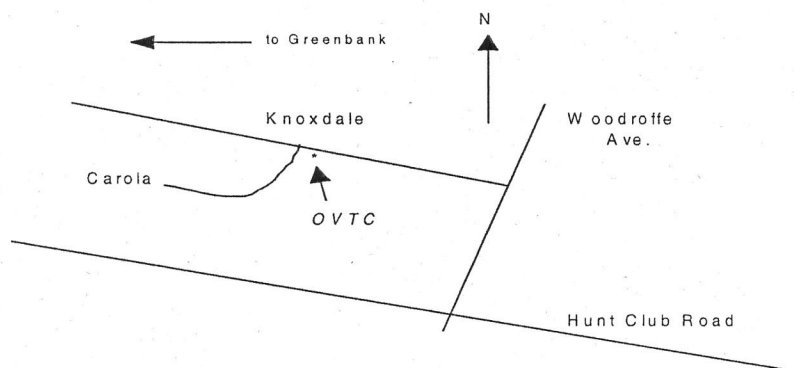
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The Ottawa Valley Triumph Club is comprised of approximately 65 members. The Club meets at 7:30p.m. on the fourth Tuesday of each month at the Manordale Community Centre, Knoxdale and Carola (see map). Meetings include technical seminars, video presentations,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



Membership is open to all individuals and companies interested in Triumph sports cars. Membership is \$30.00 per year (June/June) per household and \$60 per year, corporate. **Please send membership application to: OVTC c/o 5053 Limebank Road, Gloucester, Ontario K1X 1E8**

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



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