



OTTAWA VALLEY TRIUMPH CLUB

NEWSLETTER NO. 11

Highlights of April 28th, 1990 Meeting

Sorry for the delay in getting the Newsletter out this month but the Editor was involved in an office move into the new Regional Headquarters Building on Elgin Street and, as a result, things got delayed.

In any event, the April meeting of the OVTC was held on Saturday, April 28th at the Woodvale/Manordale Community Centre on Knoxdale Rd. in Nepean. Thanks to all those who attended and participated in a very interesting meeting.

Shell's alternative to leaded gas

The main event of the evening was a presentation by Mr. Richard Montpas from Shell Canada's offices in Montreal re alternative options to leaded gas. With the recent removal of leaded gas from the market, this can be a problem for older cars where the lead additive was used as a cheap method to boost octane levels, thus reducing the "pinging" effect and to act as a dry lubricant so that the softer metal alloy compounds on the valve seats would not be damaged since the combustion in the engine cylinders was more efficient. Newer cars don't have this problem since the valve seats are of a harder metal alloy. Mr. Montpas showed us two videos on the research that went behind Shell's efforts to produce a gasoline that accomplished the same results but using an alternative to the lead additive. What was finally developed was a manganese compound (potassium based) that acts as a detergent & spark enhancer as well as a dry lubricant to the valve seats. This works as well as lead, if not better and, of course, does not have the adverse environmental effects of producing lead oxides in the exhaust emissions. The new gas is called "Formula Shell" and all three octane levels (Bronze, Silver and Gold Blends) have the manganese compound/potassium spark enhancer additive. Only Shell Canada produces this gas and none of the competitors can make equal claims. Even Shell Gas produced in the United States does not contain these special additives that were developed primarily for the European and Canadian markets (Editor's note--this is surprising, given the number of vintage automobiles south of the border).

These special additives, that are added to the gas after the refinement process, also significantly reduce the anti-knock or pinging problems. As the engine ages, a more higher octane content may be needed to reduce the "pinging" and thus the reason for the three Blends of Formula Shell available. If your engine pings, go to a higher octane level, although you should check the manufacturing specs to see what octane level is recommended. For further enquiries, Mr. Montpas is available at (514) 287-7038 or call Shell's Toll Free Help Line at 1-800-661-1600.

Our thanks go out to Richard Montpas for his excellent presentation, to Malcolm Boyd for obtaining his services, and once again to Brian and Pat Mills for the use of their video equipment.

Topics for Upcoming Meetings

Brian Mills has got tentative speakers lined up from 3M Automotive to discuss various refinishing products and from Amstal Oil to discuss the use of synthetic oils. These speakers may be delayed until the fall of 1990 so we may concentrate on having meetings

in June, July and August that are over a weekend date and involve a tour or drive to a special destination. It was suggested that the Executive members get together and plan some summer tour dates that we can put in the next Newsletter.

Regalia Report

Pat Mills still has some OVTC sweatshirts that were ordered and are now available but have not yet been picked up.

Also, Pat will be taking orders at the next meeting for lighter, summer-weight golf shirts with our pocket size OVTC crest. Pat needs a minimum order of 12 shirts and if the success of the sweatshirts was any indication, this should not be a problem. So attend the meeting on May 23rd and Pat will give us more information and provide prices as well.

Barrhaven Community Day - June 9th, 1990 (Saturday)

Malcolm and Lynne Boyd will be participating in this year's annual event in Barrhaven and have asked that anyone interested in displaying their Triumph for a couple of hours to contact Malcolm at 727-0300 (office) or 825-0458 (home) re further details. The organizers of this event will have an area roped off for about six display cars at Larkin Field in Nepean. This would be a good opportunity to promote our membership in the Club and spread the word of our existence.

Year of Manufacture Licence Plates

Thanks to Pat Mills, who brought to the Club's attention the following article from the April 1990 edition of the Historic Automobile Society of Canada's latest Newsletter. Your Editor has prepared a letter supporting this idea that we'll have our President sign at our next meeting.

"What do I mean by year of manufacture licence plates? Instead of using an Historic Vehicle plate you would be able to use 1950 plates on a 1950 car. A number of States in the US, plus Alberta, are already using this system.

HASC, the Model 'A' owners of Canada, and the Rouge Valley Region of ACCCC, have been working together to prepare a proposal to submit to the Ontario Government. The rough draft of this is now ready to submit to our respective executives for approval after which it will be sent on to the Minister of Transport.

The committee working on this project is asking any other clubs, who are interested in this project, to send letters of support to us. The letters should be on club letterhead stating that your club supports this idea and the number of members in your club. These letters will be submitted to the Government with the proposal. The larger the number of antique car enthusiasts we represent the better the chances are of succeeding.

Any members of HASC who belong to other clubs are urged to ask the executives of these clubs to support this effort by sending a letter to either John Hunt, 2447 Lakeshore Rd. E, Oakville, Ont. L6J 1M7 or myself, Alan Johnston, Alloway House, R.R. 2, Sebright, Ont. L0K 1W0."

Upcoming Events

A list of upcoming events over the next three-four months was to be prepared for this edition of our Newsletter, however, it is not yet available for this mail out but may be in time for distribution at our May 23rd meeting.

Next Meeting

The next meeting of the OVTC will be on Wednesday evening, May 23rd, at 7:30 p.m., Woodvale/Manordale Community Centre. The main topic of discussion will be the tentative schedule of events planned for our hosting of the 6th Annual Canadian Classic in Ottawa for 1991. Can we have a verbal report from the Executive Committee members who volunteered to look into certain issues identified earlier. Thanks.

See you all at the 23rd meeting.

Barry Edgington