



OTTAWA VALLEY TRIUMPH CLUB DECEMBER 1992

Editor's Babble:

HO, HO, HO!! Did everyone have a good holiday season? Well, I for one enjoyed the week off work before Christmas, but unfortunately everything leading up to the holiday season delayed the completion of this newsletter, and for this I apologize. I had been a good little boy this year, so I'd hoped to find a new TR6 bodyshell under the tree come Dec. 25 (yeah, right!!). I'd also left parts catalogues out here and there, but Lori just kept saying 'Put those @\$!# books away!'. What's a soul to do? I've also tried to convince Lori that she'd like a new TR6 tan carpet set, but she insists she doesn't. Some people are just difficult to buy for, I guess.

Remember, we'll return to our regular monthly meeting schedule on January 25 (Note: this is a **Monday** - see further on for details). We've tried to line up our schedule of events in advance, so that each meeting will be full of exciting material of interest to all who attend, so to those of you who don't come out often, make a New Year's resolution to be there in January. Until then, Season's Greetings from the OVTC!

November 25th Meeting:

Once again, the Benco household was host to the OVTC for our monthly pow-wow. The City has been messing with our usual site, but that won't stop the OVTC (nor Jane & Juliano). Thanks again, folks!

Derek opened the meeting and displayed the latest acquisition for his new toy: '62-TR-H' will be the plate on the Herald (the OVTC Presidential Limo) when it makes its return to Ontario roads. Derek also distributed some interesting literature on a Moss Motors Rebuild Program, including a nice glossy taken from a summer issue of *Thoroughbred & Classic Cars* which featured a Heritage TR6 bodyshell assembled over a 3-day event in England from a donor rust-bucket.

Regalia:

Pat Mills announced at the November meeting that the embroidered Triumph shield crests introduced at the October meeting were now unfortunately to rise in price slightly from what she had first anticipated, but on the strength of the interest expressed at the October as well as the November meeting, she would place an initial order for 100 crests. Prices for these crests will now be \$7.00 each, 2 for \$15.00 (!?), or 3 for \$20.00. To see who of you

were paying attention on that last sentence, Pat suggests you buy 3, so she doesn't have to fiddle with change for a \$20 bill. As these should hopefully be in by the January meeting, check with Pat at that time if you want one or more.

Terry Dale: Ignition Systems

Once again, Terry Dale put on his red cape and came to our rescue at the November meeting with another of his technical seminars. This time, Terry gave a 'spark'ling (ouch!) talk on the fundamentals of ignition systems: what they do, how they do it, how they **may not** do it, plus a good deal of discussion on how the TR6 does most everything BACKWARDS (as if some of us didn't already know that!). The main lesson from Terry: your ignition coil, spark plug wires, points, rotor, condenser, et. al., must **all** be in good working order for your ignition system to be functioning properly. Thanks again, Terry!

Terry Dale - Moss Motors Representative:

Terry also announced at the November meeting that he is now a distributor, representative, etc. for Moss Motors parts. A potential savings for those of us in need of parts is that Terry's shop pays the shipping, duties and related costs. I'm working on my list this very minute!

December 13th OVTC Christmas Party:

The Benco household again endured the onslaught of OVTC members bent on having a good time, as they played hosts to the annual club Christmas party. There were plenty of good eats, good drinks, and good fun for all those who turned out. The chili was delicious and Martin supplied enough dinner rolls to feed an army. Wendy Threader was in attendance again this year, making sure not to miss a party, and was not disappointed. Things did get a little out of control when the karaoke machine was brought out, but Lori later kept the volume down. Our thanks again to the Benco family (Juliano, Jane, and Adina; also Bernard & Sidney, the cats) for hosting the party!

Location of January 25th (MONDAY) Meeting:

That's right - January 25th is a Monday! Our troubles with the powers that be dictate that until further notice, our meetings will be on the fourth **Monday** of every month, rather than Wednesday as has been the case. Hopefully this will not inconvenience any of our usual

attendees (and perhaps all those who may in the past have had conflicts with other activities on Wednesdays will now be able to attend?). The time and place are still the same: 7:30 p.m. at the Monordale Community Centre, so we'll see you there. Remember - **Mondays** until further notice!

Miscellaneous Items from the November Meeting:

There were a variety of other items made known at our November meeting, which I'll make note of, such as:

The Carrs, John & Evelyn, were on hand with some literature describing changes to their magazine, *Sporting Classics*. For one, the name of the magazine is changing, to reflect a greater focus on restoration and technical topics. It will thus be known as *Sporting Classics & Auto Restoration*. There will also be an Enthusiast's Group for subscribers, with several benefits, including a free classified ad (20 words or less) per year of subscription, tour groups to places like Sebring & Pebble Beach, and so on. I for one am looking forward to the new year for my copy!

Ever wondered where guys like Juliano & Clive find their coffee-table books on Triumphs? Well, one source particularly close by is the **Automotive Book Nook**, Kars, Ont. (613)692-2665. Some catalogue listings were available at the last meeting, and the TR section is quite good. I'll have a copy of their selections with me in January if anyone wishes to see a copy.

Steve Challinor had a mini-presentation ready for last month's meeting on the subject of scale-model kits for TR's, in 1:43 or 1:24 scale, but I'm not sure he had everyone's attention, since people were spread all through the house. Once we return to the old location we can convince Steve to do a curtain call on this subject. Perhaps one or more of the kits will have been completed by that time so that we can see a finished product!

(Attention budding writers: I'm certain that some of you have some interesting winter car projects going on. How about letting the rest of us know what TR mischief you are up to? You don't have to be technical or anything. We just want to hear from you during the 'off-(roads) season'. Entries can be hand-written or typed (I'll do the WordPerfect stuff), and can be given to me at meetings or mailed to my address. Thanks! J. Day.)



OTTAWA VALLEY TRIUMPH CLUB

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June 93

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Lachine, Québec, Canada. H8S 3R9

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AUSTIN

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TRIUMPH

VANDERVELL ENGINE BEARINGS

Since the takeover of Vandervell by the AE Group, the Lead Indium type of bearing has been phased out due to the high manufacturing cost and limited demand (mostly by performance and competition groups). We have been fortunate to acquire from AE Canada, the remaining inventory of Vandervell engine bearings for British cars. We have a limited stock of the following Vandervell "Triumph" engine bearings:

Spitfire MK1-3

Rod Bearing	VPR 898	STD	\$49.95
		.010	-
		.020	-
		.030	49.95
Main Bearing	VPM 899	STD	39.95
		.010	-
		.020	39.95
		.030	-
Cam Bush	VPC 978	STD	49.95

Spitfire MK IV 1500

Rod Bearing	VPR 91611	STD	26.95
		.010	31.50
		.020	39.95
		.030	39.95
Main Bearing	VPM 91612	STD	31.95
		.010	31.95
		.020	31.95
		.030	-

TR2-4A

Rod Bearing	VPR 698	STD	-
		.010	59.95
		.020	-
		.030	69.95

TR250, TR-6, GT-6 2 & 3

Rod Bearing	VPR 91252	STD	39.95
		.010	42.50
		.020	-*
		.030	-*

*Can use 1-1/2 x VPR 91611

Main Bearing	VPM 91253	STD	44.95
		.010	44.95
		.020	44.95
		.030	-

TR-7

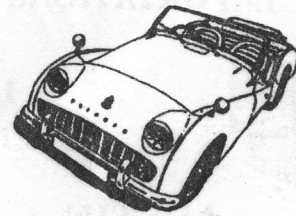
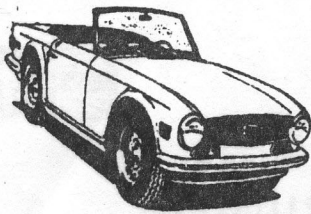
Rod Bearing	VPR 91307	STD	28.95
		.010	28.95
		.020	37.50
		.030	39.95
Main Bearing	VPM 91308	STD	49.95
		.010	46.50
		.020	46.50
		.030	-

OVERSTOCK, N.O.S., RARE ITEMS, etc.

138685	Bush, Gearlever SPIT 1-3	\$ 4.95	705920	O-Rider, Front <u>STANPART</u> TR4	39.95
142377/8	Lower TR'N TR4A-TR6, RH/LH	49.95ea	708678	Tonneau, <u>STANPART</u> , TR4A	179.00
200772	Upper Ball Joint, OE TR2-TR4	49.50	808229	Door Capping TR-4 RH	25.00
304164	Ex. Manifold TR2-TR4	175.00	812321	Door Capping TR250,TR6,RH	25.00
308267	Trailing Arm LH	150.00	850122	Inner Sill(Repro) LH TR4A-TR6	29.95
501798	Lens, Lic. Plate TR2	25.00	850281/2	Outer Sill(Repro)LH/RH TR4A-TR6	39.95ea
502566	Over-Drive Bracket	69.95	904005/6	Floorpan LH/RH, TR4A-TR6	139.95ea
564807	Inner Sill(Repro) RH TR4A-TR6	29.95	BAU5275	Steering Rack TR-7	249.95
574063	Vent Glass LH, GT6-3	19.95	GFE1051	Air Filter GT-6	8.95
574101	Vent Ass'y LH, GT6-3	39.95	GHS162	Seal R.Hub Outer TR2-4	5.00
574405	Tonneau <u>STANPART</u> , SPIT MK3	159.00	GHS185	Seal R.Hub Inner TR2-4	5.00
575642	Rear Deck TR6	99.00	LU52942	Side Marker Unit LH, TR-6	59.95
607201	Cover, Fusebox Spitfire	3.95	LU54580974/5	Lens,S.Marker TR-6 UK	19.95ea
607663	Bonnet Catch Ass'y SPIT/GT6	49.95	UKC3196	Laygear GT-6 MK3/TR-7	249.95
612792	Seal, Door Glass, SPIT/GT6	14.95	QSK 90 R/L	Trunnion Kit SPIT/GT-6	\$39.95/side
626859	Nameplate, Bumper SPIT MK4	29.95		Clutch Kit TR4A-TR6	139.95

SPAX G211-164	R.Shock, Adjust. SPIT MK1-5	79.95
SPAX G479-164	F.Shock, Adjust. TR4A-6	79.95
SPAX G585-170	R.Shock, Adjust. TR-7/8	79.95
SPAX 3566-10 FUT	F.Shock, STD. TR-7	59.95
SPAX 3567-11-SC	R.Shock, STD. TR-7/8	33.95

Prices valid till 31st March 1993 or until current stocks last
All prices F.O.B. Montreal Warehouse, + GST 7%



Terry Dale's

THE OLD CAR FACTORY

24 Bentley Avenue, Nepean, Ontario K2E 6T6

Fax / Phone: (613) 224-6913

Specials for OVTC Members only
(Prices valid until Jan. 31, 1993)

	<u>Regularly:</u>	<u>Special:</u>
Spit. / TR6 Clutch Kits (New)	\$159.99	\$120.00
ALL Oil Filters	up to \$8.99 ea	\$4.99 ea. (Min. 2)
TR6 Rear Brake Adjuster	\$24.99	\$18.00 ea.
Rebuilt TR6 Transmission		\$595.00 Exchg.
'VinylKote' Vinyl/Leather Dye	\$19.95	\$8.95 in stock
LUCAS Ignition Coils	\$44.99	\$34.99
Water Pumps (new)	\$69.99	\$49.99
TR7 / 8 Conv. R. Rear Fender (new)	\$349.99	\$250.00
TR2 / 3 Front Fenders (new)	\$695.00	\$350.00
Used Spitfire engine (very good)		\$595.00 Exchg.
Used TR7 / 8 5-speed Trans.		\$495.00 Exchg.
Used TR6 Transmission		\$350.00 Exchg.

About THE OLD CAR FACTORY:

- We are an authorized *Moss Motors* distributor;
- We will match or beat any competitor's advertised regular or sale price;
- We always pay the shipping, duties or brokerage charges and look after incorrect or damaged shipments;
- Further discounts on orders pre-paid by cash or cheque;
- Free advice / consultation and support for our customers.

We are open all year with licensed mechanics to look after your mechanical repair needs whether car, truck, snowblower or ski-doo. Honest repairs at reasonable cost.

"GOOD, HONEST, OLD-FASHIONED SERVICE"