



VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

November, 1995

Betcha It Still Runs!



In This Issue:

- *OVTC Christmas Party approaches.*
- *Early snowfall ends TR season.*
- *"The Little Red TR3A" - the saga continues!*
- *Plus much more!!*

Cover: This month's cover shows a somewhat less pristine sidescreen TR - a TR3A, as can be discerned from the grille - at Joe Lightfoot's 'Auto Graveyard' this summer.

Editor's Note: (Julio) - Got the top down; the wind is blowing; bugs splattered on my windshield - ah, the thrill of driving top-down. Snap out of it, Benco - it's November, and pretty damn cold out there! But what the heck - a heavy coat, sweater and gloves, and I'm all set for a spin (top down still, of course). At least the sun is shining, as I head for the back roads. Everything is tight on the car; oil pressure 70+; no overheating; no moans and groans from the (car's) body. Just the purring of the exhaust as I go through the gears. Everything is in harmony, or else I'm just numb from the cold. All good things must come to an end. As I put the car back in the garage, I think this might be my last run of the year. But maybe not - next time, thermal underwear is a must!

Editor's Note: (John) - It's only November 1, and already the snow is starting to stay on the ground! This can't be happening! The maple in my back yard is still full of leaves. Fortunately, I don't think any salt trucks have been out, so once things warm up there should still be the odd day or two before the TR season comes to a close.

I was wrong - It's now the 14th, and there's a storm & snow warning - 20-30 cm expected. That definitely puts an end to the fun. Can't wait for spring!

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October 23rd Meeting:

Monday evening was nice and clear, so a few of us came in our TRs (including Lori & myself, as Julio's suggested clutch adjustment paid big dividends!).

Given the time of year, the main topic of the evening related to matters of car *storage*. As to **where** to put one's pride & joy for the off-season, a number of suggestions were made. A summary of places mentioned is as follows:

- The usual storage companies (Boyd, Tippet-Richardson) are available, but at ever-increasing costs. The present rate is in the neighbourhood of \$500 for 6 months;
- Paul MacDonald mentioned there had been storage facilities at the Metcalfe fairgrounds. He's been unable to contact the persons previously involved;
- Apparently Sterling House (Carling & Richmond Rd.) rents out parking places in their underground garage. All is secure, and you need to have someone open the room for you;
- Randy & Derek mentioned that there is a bargain-price storage facility in Almonte. Randy has used it the past 3 years, and it is about \$275 per season.
- Hugh Henderson mentioned that the Krown Rust Control manager in Perth has facilities available, if you check with him.

Unfortunately, the snow came a little early this year, so hopefully everyone already found their hiding spots for this season. As for how to **store** your car for the winter months, a number of ideas were thrown around at the meeting. Based on popular consensus, the main items to note are as follows:

- Wash & wax the car carefully before putting away;
- Changing the oil & filter is a must;
- Check the coolant strength (if not in heated garage);

- Remove the battery and store it inside, off of a cement floor; trickle-charging it a couple of times over the winter to keep it fresh;
- Protect the chrome bits with a light coating of polish or vaseline;
- top up the gas tank, as air in the tank leads to rusting on the inside;
- Various schools of thought on jacking the car up: the consensus was to have the tires on, just inflated more than for road-use (to prevent flat spots where the tires sit. If you do want to lighten the load on the suspension, be sure it is done so as to not twist the frame;
- If storing on a cement floor, use old carpeting or cardboard to prevent moisture coming up from the cement;
- One last item: you may wish to start your car periodically through the winter (if you have access to it). If you do, be sure and let the car run long enough to achieve normal operating temperature. It is also a good idea as it changes the rotation of the valve openings: as some valve (or multiple valves) is open at all times in the engine, this reduces the risk to valves otherwise open all winter long.

Finally, if you cannot find a place to store your car, you could always do as myself, Randy, Mike, Brian & others have recently done: **disassemble** the cars & store the parts in the basement (garage, attic, closets, under beds,...).

New Members:

A couple invitees were at the meeting and promptly paid their membership dues. Please welcome:

Dan Van Buskirk - Dan drives a TR7 (a lot of TR7s have surfaced lately).

Robin Ross - Robin drives a 1973 TR6, which helps offset the number of 'wedgies' who've signed up recently.

OVTC Phone List:

This has been promised for several months: now it's time to deliver. You've found attached with this month's issue the latest current OVTC membership listing, complete with names, addresses, phone numbers and

Triumphs owned. Space has been provided as other new members come in - details will be provided for inclusion at those times.

Grille Badges, Name Tags:

We're all out of OVTC grille badges at the moment, but if you are interested in one, Clive suspects we may be able to get them in bronze instead of aluminum, for roughly the same cost, if not a little more (\$40-\$50). Please contact Clive (820-7350) or Julio (727-8113) if you are interested, as there is a minimum order of 8 required. The Club may purchase some for inventory, also. These make great Xmas gifts! Name badges are also available from Clive, for roughly \$9-\$10. Place your order now!

Triumph miniatures:

The club will be purchasing pewter models of TR2, TR4, TR6 and TR7 if we can get a big enough order together. Again, these make great Xmas gifts. These come in 2 sizes, and can be seen at Julio's house.



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OVTC Christmas Party:

It's still a few weeks away, but talk has turned to the Annual OVTC Christmas Party. The Benco's have again agreed to have their home invaded by us TR animals (including Wendy Threader). There will be snacks provided by the club, but people are asked to bring a dish

(ie. food, not just a dish!) for the buffet meal. Please contact Jane Benco at 727-8113 to ensure we don't have a dozen cabbage salads.

English Memories - Part II:

Having described the British car museums in England, I'd now like to say a few words about the people from the TR Register who we met while on tour. Just as we have a great bunch of folks over here, there are some friendly people back in England also.

Being a large club, the Register is divided into 47 local groups, with group leaders to do the coordinating. I had hoped to attend a meeting of one of the local groups, but the one night when we were fairly close was rainy and miserable, so we just stayed in a pub! The second night we were in Lymington, near Beaulieu in the New Forest, when I gave the Register's chairman, Ian Evans, a call. We were about 15 miles from Ian's home of Christchurch, and he suggested a pub midway between himself and our B&B. We had a good chat with Ian that evening, and he had brought along a photo album of his TRs over the years. We also got some tourist tips as to what we should & should not see. I gave Ian a tentative schedule of events for the Classic next August, and mentioned that we'd like to see some British visitors take in the show as part of their holidays. He agreed, and would help to spread the word about the show.

Our next contact from the Register was their overseas coordinator, John Soffe. I had become 'pen pals' with John before the trip, and as I was from overseas and needed coordination, he provided much help, including addresses and phone numbers. Lori & I met John & his girlfriend one evening for dinner, and similarly had a pleasant evening.

A visit to Triumph country would not be complete without a visit to the TR Register offices in Didcot, Oxfordshire. Lori & I

arrived at the office early one morning, but found the front door locked. Oh, no! I rang the bell, hoping someone was there, as we wouldn't be able to return otherwise. The office is such that inside the door is a staircase to the second storey, while beyond is a doorway to the back warehouse. Down the stairs came Joan, one of the full-time staff who keep the whole organization running. I explained who we were and where we were from, and Joan smiled (they get a few such 'tourists' from time to time) and invited us in. We followed her upstairs to the main office where we met Karen, the other full-time staffer. The office manager, Rosy Good, was on holiday that week.

Joan fixed us a cup of tea as we talked about this and that, about Triumphs and other things. After a time, we went downstairs with Karen to get some TR Register regalia from the warehouse area. We were fortunate that day, as the Register's Jubilee TR7V8 was there also! (It's usually out at one show or another, as it was being raffled off in a month's time). After picking out assorted shirts, pins, and other goodies, Karen took a couple of pictures of us with the car - a very nice machine. It was the only rhd TR I got to sit in the entire holiday!

Our final Triumph contact came following some sightseeing around Stratford & Warwick. As it was a particularly rainy day, I called Bill Piggott, the well-known Triumph author and TR Register archivist. As he was home that afternoon, Lori & I drove up to meet him at his home near Nottingham. Another reason for the drive was Bill's new book: "*Triumph by Name, Triumph by Nature: the Triumph Sidescreen Compendium*." I had called from Canada earlier to request limited-edition autographed copies for myself and for Jane Benco (for Julio on their anniversary November 1). As well as Bill's signature, the book is also

autographed by Ken Richardson, the father of the TR2! Bill is a nice person and interesting to talk to, and his new book is excellent! I didn't want to trust the post and Customs with delivering the books intact, and I'm glad we went ourselves anyway!

Boot'n'Bonnet Fall Tour - Derek Holbeche:

On Sunday, October 15, Daisey Mae, Isobel & I left Perth at 10:30 a.m. for Jones Falls to meet up with the Boot'n'Bonnet members. This was the "hands across the border" tour, meeting up with our American members and friends. Earlier, at 10 o'clock, Canadians and Americans joined up at the 1000 Islands Parkway from Route 81. They journeyed to Jones Falls via County Rd 3 to the villages of Lansdown and Outlet, County Rd 33 through Lyndhurst, turning onto Briar Hill Rd to Hwy 15 and Morton, then County Rd 11 to Jones Falls.

After a leg stretch we saddled up and moved off. The instructions suggested that we leave in groups of 4-5 cars, but it ended up as a convoy, Daisey Mae between two custom Fords. The other large American cars were dispersed throughout the pack.

Back onto Hwy 15 to Seeley's Bay, past the Rideau Canal and back onto 15. After about 1.5 miles south, we turned onto Burnt Hills Rd. - a narrow, twisty, hilly road ideal for sports cars, but not for American metal! We crossed over the Rideau at Brass Point Bridge, a swing bridge and very picturesque.

We continued on to County Rd 11, through Battersea, Loughborough Lake (summer home of Dan Ackroyd) and onto Sunbury. Taking County Rd 12 and crossing the Rideau Canal at Upper Brewer's Lock to Hwy 15, we turned south past Joyceville penitentiary (no stopping for hitchhikers), then on to Kingston Mills Rd and crossing the Rideau again at Kingston Mills Lock, the first set of locks from Kingston. This is a narrow

crossing and the first time I came across it was with Craig in our van, towing a trailer, but that is another story. We carried on to Battersea Rd, County Rd 11, then into Kingston and our parking area in front of City Hall. I counted 33 cars in all, 9 of which were from the U.S.

At 3:30 p.m., we all congregated at the Pegasus Restaurant on Princess Street, where presentations were made for furthest distance, oldest car, as well as door prizes. It was the first time we'd been to the Pegasus, and I would recommend it to anyone stopping in Kingston. After a very leisurely meal, we all went our separate ways, with Daisey Mae, Isobel & I arriving home at 7 after a great day out and a 147 mile trip!



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Latest Status on the TR2:

That must've been quite the surprise on last month's cover. As of this point, the car is in the hands of it's new owner, after shelling out \$11,000 (a fair bit more than my \$9k offer). Not bad for a car that hasn't run since the early '80s!. All I know is that the new owners are "from out of town", so the present whereabouts of the car are unknown. With any luck, however, the car will be able to put in an appearance at the Classic next August, where it is almost assured of taking the 'oldest car' award. I'll be contacting the TR Register to try and determine how many cars may have

preceded this one to Canada, but my feeling is: not many. An appendix in Bill Piggott's new book on the first 100 TR2s shipped reveal that only 4 made their way to Canada. Of these, only 1 (the very first production TR2) is known to exist, but is now in the U.S. (Ohio, according to one book I've seen).

Regalia - Raffle in November:

Pat Mills reports that our regalia has not been selling much in the last while. We also haven't had any prize raffles lately, either. It has thus been decided to combine the two and hold a raffle at the November meeting for your choice of TR shirt. As well as the usual OVTC stuff is such 'imported' items as a TR Register shirt depicting a Harris Mann rendering of a TR7 (Harris Mann is the original TR7 designer).

It Seems We Weren't Winners:

I sat by my phone on Sunday, Oct 22, waiting for a phone call from England to say the club or myself had won the TR7V8, but alas, it was not to be. The most recent TRaction newsletter arrived from England the other day, but it had gone to press just prior to the draw, so the actual winner is as yet unannounced. The newsletter mentions that the winner would be presented with the car by Stirling Moss at the National Classic Motor Show on the 11th of this month! I presume that no news is bad news this time around.

Also from TRaction:

I noticed in the 'Noticeboard' section of the latest issue that the Canadian Classic is now on the list of 'must see' activities for next year, inviting everyone to *'get another fix in '96!'* Be prepared, Clive - you may get some calls from across the briney!

The OVTC is also now mentioned alongside the Toronto club as Canadian Triumph club

contacts. In all, there are 22 countries associated with the TR Register.

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Oil Drips (by Julio):

- Colin's frame is now finally completed, rebuilt to Doc Mills's specifications. I don't know why Triumph didn't build them like that in the first place (\$?).
- John Day, the little %*#&%@ (just jealous) has put a bid on the TR2 in last month's issue. No word as yet on whether the offer has been accepted. Just what he heeds to really fill up his garage. Lori just might be parking the Honda outside this year - right, Lori? (*Not yet! -John*)
- Well, that crazy chopper pilot Randy Hildebrandt has done it again - he's purchased a 1976 TR6 (West coast car) in excellent (if partially disassembled) condition. Just a little TLC to get it on the road again. Some guys get all the breaks (at least it didn't have a hard top with it!)
- Mike Crawford is busy getting his TR6 parts refinished and rebuilt to put his car together. Brian's beadblaster has been working overtime this fall, getting the parts all clean & shiny. (P.S. no more chrome, Mike - one Malcolm in the club is enough!)
- Poor Joe Lashley - seems that every time he goes back up north to his 2nd home (I thought most people go south), his car breaks down again! Last year it was the transmission - this year it's the steering box. Hey, Steve Lashley - leave dad's car alone!

- "Son of the Little Red TR3A" - Yes folks, like "Rocky" sequels, it never ends! Shaun Hennessy got his car back from John Pritchard's, as mentioned in last month's issue. Shaun & Eileen decided to go for a cruise (to make up on lost time). They were going down the Parkway, and everything seems fine, then - KaPow! Spoke too soon. Shaun pulls to the side of the road, and begins to pick up little pieces: springs, washers, nuts, etc., with some others never to be seen again. What could've broken this time?

Shaun looks under the car. (This is a first in my book) It seems the rear end of his starter motor blew out! Fortunately, he had not shut off the car. Luckily, I had spare bits to rebuild the starter (though my stock is getting depleted!). Anyway, Shaun is back on the road.....

A few days later, Shaun calls me up: "Want to go for a tour?" Is the Pope Polish?! Away we go to Merrickville (& the pub, of course). Shaun mentions he is getting a funny sound from the transmission. Now what?! We switch cars. Shifting through the gears and during acceleration I can hear and feel a clunking inside the 'box. Not good. Off we head to John's garage again, for parts (and a shoulder to cry on). It's either the drivehaft or the diff.

John confirms it's the shaft. We're in luck, as John has a used unit. A simple matter of disconnecting the old shaft, bolting on the replacement, and we're on the road again. Do I follow Shaun home? Naw, he's o.k. - everything that could break down has been replaced. Or has it? Next spring will tell the story!

Classified:

- 1975 TR6. Asking \$4,000. This car is in good shape, with minor rust on the

passenger side. Mileage is roughly 70,000. This car also has a factory hardtop, plus a soft top in good condition. For more, call John Nash at 820-9409.

- Colin McCallum has decided to sell his 1973 TR6 restoration project (including his recently completed frame). In addition, Colin has a fresh engine, plus extra items such as a second interior, and so on. Contact Colin at (613) 756-0672 for more details. Asking price is \$2,500 for all.
- Randy Hildebrandt has various TR6 parts for sale: if you need something for spring, give Randy a call and he can likely help out.
- Also, stay tuned for notice of "*Honest John's TR6 Parts Emporium*", coming soon!

Next Month:

- Brian Mills will give us a tour of the mysteries of Lucas electricals, and why they always seem designed to fail. Check your logic at the door!
- More details on the 1995 OVTC Christmas Party!
- Lots more!

The Ottawa Valley Triumph Club is comprised of approximately 65 members. The Club meets on the fourth Monday 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 it distributed to members. *Overdrive* is also exchanged with newsletters from other clubs. The OVTC Executive at present is comprised of:

Clive Law
President
820-7350
fx:820-1288

John Day
Editor
723-9876

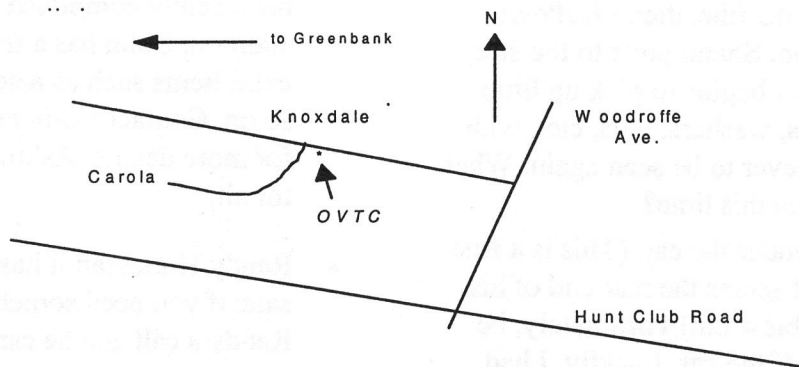
Martin Harasek
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Membership is open to all individuals and companies interested in Triumph sports cars. Membership is \$30.00 per year (June/June) per household and \$60 per year, corporate.

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



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