



CLUB AUTOMOBILE TRIUMPH CANADA, INC.

Montréal

FORMED TO PRESERVE THE MARQUE * ÉTABLI POUR PRÉSERVER LA MARQUE

Newsletter: May, 2005

Mot du Président:

A couple of years ago the Club changed the method for the membership to pay its annual dues. Rather than renewals falling on the anniversary date of joining it was decided to make 1 April as the due date for everyone. It makes it easier for bookkeeping and more is a lot more environmentally friendly since there are now many less drives from NDG to the post office in Pointe Claire. At the end of 2004 your Club had 39 members, at the start of 2005 two new TR owners joined; still as of today 17 members have still to renew. I would ask that if you intend to remain a member please, send your check as soon as possible.

As we go to press, thanks to Arnold for stepping pi to the plate, we are planning several events for the coming month or so.

British Car Week at Beaconsfield with a breakfast at David Bowen's first which will also double as the May meeting.

In June, the Shelburne, Antique & Classic Car Show at the Shelburne Museum, Vermont

Also in June a Coffee and doughnuts tech meet with Barry Shefner's, always a popular and entertaining event.

But more details to these and other events in the newsletter.

Of course as a club I would encourage any one and everyone to organize an event. It helps to further a sound dialogue between members; it helps build the club and of course gets our TR's out and on the road - as they should be. As always the Club will kick in to cover a good part of the costs. It's your club - participate.

British Car Week - May 28th to June 5th



A great website not to be missed.....Go to: www.britishcarweek.org

British Car Week is an awareness week. British Car Week has become an annual tradition that occurs during the last full week of May. This celebrated week has been chosen as a commemoration for the wonderful British automobiles. It is an annual week intended for all owners of classic British cars to roll their favorite car out of the garage and drive it throughout the streets and byways of their communities. By doing so, it will help spread awareness of these exciting machines of the past, and will in turn help support the clubs and businesses that help support our very fulfilling hobby.

Who knows? By doing so you just might be responsible for sparking the interest of someone who will help carry on the wonderful tradition of pleasurable driving at its finest.

This annual week is as close as we'll ever get to re-create those simply wonderful motoring days of the past. It is our way of letting the world know that our cars are still around and performing quite well, and in many cases better than ever. Who knows.....maybe, just maybe, you and your favorite British car might spark the interest of some little neighborhood kid who just may decide to get involved with our hobby, and in turn help us continue the fine tradition of British car motoring for years to come.

So grab your goggles, and driving gloves, and be sure to top off your dashpots! It's time to have some fun!!



TR4's driving along the coast of Oregon

"My racing Spit MKIII", by Alcide Lessard.

This story is intended for the members of my club 'The Montreal Triumph Club'

It all began in September '94 when Circuit Mont Tremblant celebrated its 30th anniversary. For that occasion, all pilots at the original Circuit opening in September '64 were invited as guests, mainly to introduce us to Vintage Racing as VSCCA & VARAC were hosting the event; "High Mountain Vintage Racing" in Sept. '94.

All the guys of the heydays were present, grey hair and overweight. Among all, I met my racing instructor of 1961 and after most interesting conversations and reunions on the following weeks, we agreed the Vintage Racing represented much interest and we decided to restore his 1970 G15 Ginetta that had not been used since 1974.

In 1995, it was back on the street, in '96 back on the track. In '97 it was back a winner just like in the '70's. At the end of '98, I decided our association lasted long enough, (can't have 2 roasters in the same hen house). I thought the bug was dead. I was wrong; the bug only gets more alive.

In early '99, I decided to return to motor sport and prepare my own car. After analysis and for technical reasons I decided it would be a Spit MKIII. Why I chose a Spit:

- because I'm a small bore specialist
- because it has the abilities to compete with the G15, the Minis, the Sprites & Midgets,
- because parts are readily available.

The first thing I did in May '99, I bought an enclosed 24' trailer. I found & bought the car in October '99 as a result of my visit to Stowe, Vermont. (The British Invasion) that I had been convinced to attend by Dave Geller. At my age, I was getting involved in a very ambitious five year total restoration project.

I think I was lucky finding that car. It is a MKIII 1969, w/original mileage at 13000+ original miles. It had been stored for more than 15 years and sold to someone who only did a cosmetic job then sold it to a young man who sold it to me. I never drove the car before buying it; the young man drove it from Sherbrooke to Montreal. That was my road test.

Phase 1 began in early Nov. '99

- A) I took apart all the car's components to the point where only the steering and parking brake were left.
- B) Then it went to the body shop where the tub was removed, the frame was sand blasted, X-rays inspected and painted chassis black.
- C) The tub's paint was stripped to the metal, the body was repaired and re-installed on the chassis and painted.
- D) The whole car was checked on frame master for straightness and it was ready for pick-up.

This whole process was supposed to take 6 months; it took 12 months (Nov. 2000). It's always like that.

The second phase of the car rebuild began in January 2001.

First, a complete clean up was necessary to remove dust that resisted the body shop's air spray clean up. Nine months old dirt & dust needs more than air spray to disappear.

Then, to keep the "Prince of Darkness" away, a complete electric re-wiring was done with the addition of 3 new circuits, (should have been 4), 1) electric fan, (2) electric fuel pump, security cut-off and fuel gauge, (3) new instrumentation. It would be twisting the truth to say it was easy. The re-installation of the dash board, the installation of the racing seat (the driver's bottom is at 1" from the floor), this required for the repositioning of the steering column. Then the installation of all new (rebuilt) rear suspension spring, shocks, diff., axles U-joints, drive train, brakes and drive shaft.

This phase lasted until September 2001.

The third phase started in January '02

It began with the installation of all new brake lines shaped exactly how they should be and same thing for the fuel line, increased from 1/4 " to 5/16".

Also, for safety, a steel fire wall, in front of the fuel tank, to replace the paper one, the towing eyes front and rear and the anti-sway bar in front, then, the engine & gear box with all the engine bay components were installed c/w oil cooler & larger radiator & hardware.

While the chassis/tub was at the body shop, the engine was inspected in detail, a new clutch was installed, head was torqued, valves adjusted, compression checked, timing adjusted, carburetors rebuilt, gear box shifter rebuilt. Everything was made ready to install.

After all connections for various systems and testing were done, the car was ready for a track test mainly to check the new rear brakes, suspensions, direction and general behaviour. During the 21 miles driven at St-Eustache on Nov. 15, '02, everything went well and all tests proved that the car's condition was excellent and ready for the next session.

The fourth phase was started in January 2003

It began with the preparation, development, fabrication and installation of the roll bar, (In vintage racing, a roll bar is accepted because this is the replica of how it was 30 years ago). Plenty of braces increase the weight and increase the safety. Repairs & repaint of damages caused by electric Mig welding.

Install doors, develop & install the wind screen, safety belts (harness), safety switch, fire extinguishers, safety wires to all drain plugs, and the installation of the transponder completed the minimum development making the car eligible for racing. In early September 2003, no track time was available for testing at St-Eustache so we made the entry for the Celebration races in Mosport on 26-27-28 Sept. '03. This was going to be the testing of my work.

We left Laval Friday the 26th at 5:00 AM and after taking it easy with 2 pit stops; we were in the paddock around 1:00 PM. Not very many members were there since it was a big week-end in Mont Tremblant. So, we got organized, took the Spit out of the trailer, installed the shelter 12' X 20' and the trailer became our living quarters.

Scrutinizing did not begin until 5:00 PM; so lots of time was left to remake contacts with old buddies. That's when I realized I had completely forgotten to install the L.H. door mirror; the law says: minimum 2 mirrors. Thanks to John Demaria, I borrowed a mirror. Thanks John.

At 5:00 PM, I checked with CASC for registration of my Spit. They gave me an appointment for 9:00 AM Saturday because a very complete inspection was necessary as this was my first time. Saturday 9:00 AM I'm there, Suzanne is with me and it's pouring heavily. This is the first battle my Spit has to face. For the last 4 years it was kept in silk with TLC. There it is; bonnet open, under the rain (very heavy) for 3+ hours. I had to leave it alone at noon for the drivers meeting, when I returned to the car at 12:45 pm it was still pouring heavily and the bonnet still open. The CASC chief scrutiner confirmed the inspection was completed; gave me the dash plaque w/ the CASC registration number, the car's log book and the certification for racing this car in Vintage class. This moment made my day. Suzanne and I had wide smiles on our faces for the rest of the week-end. Then I closed the bonnet, almost 4 hours under heavy rain, will it start? We'll see but I had a more important situation to solve first. Rain had accumulated on the seat at least 2" thick, no way that I was going to sit in that. A dry rag to sponge that water was hardest thing to find but we found something. The seat was still wet, I sat, touched the starter and ½ a rev. the engine went on and I got thumbs up from on-lookers.

The car's handling was very good and no problems occurred. This was also my Celebration of 47 months of preparation for that day. A lot more development is still left to be done. At a later date an update report will be issued. It's true; not all the details are here, I keep a few as trade secrets.

Alcide Lessard, Nov. 17, '03

[Update on our April Newsletter article of the Monster Garage project to restore the 1960 TR3A, by Don Elliott.](#)

My brother and my neighbour are now at the stage of spraying on the vinyl wash and primer on all the tub and panels for Frank Redmond's TR3A that I was restoring. Rather than stop the restoration due to health challenges, I "hired" them to continue the progress under my guidance. Below are 3 photos of the TR3A "tub" upside down. They were taken May 3, 2005. The yellow is the vinyl wash on the bare metal after sandblasting. The grey is the primer. The rolling chassis is all painted and ready for when the body is finished. As for my health: I guess that things are looking good for me right now. My doctor told me that I was fit enough to do the "Tour de France", but he didn't say by bike or by Triumph. He told me to come back and see him in two months. So that tells me that I have a lot to be thankful for.



[A note from the \(interim\) Editor:](#)

Our attempt is to continue keeping you informed on news items and events in the club which will make us enjoy driving these great automobiles. Should you wish to organize an event, share a short story article, share some pictures, want to place an “ad”, or should you wish to add other names and or websites to our reference lists please let me know at:

arnold.van-nieuwburg@hp.com

or mail your info to our P.O Box 871 in Pointe Claire, as mentioned above on page 2.

[Here is something many of us will be interested in:](#)

I received a letter from the SAAQ with instructions to take your stored vehicle back on the road.

You can now license your stored vehicle with the SAAQ from your computer.

Go to: www.saaq.gouv.qc.ca

Under the SAAQcllic Online Services heading, click on “licensing a stored vehicle for road use” and follow the instructions. The online services will save you lots of time and effort.

All you need is your old registration, a credit card and your driver’s license.

This procedure would have saved me well over an hour, I received the letter 2 days too late.....

Membership fee reminder:

For those “few” who have not submitted their membership fee please send your cheque for \$20.00 payable to:

Club Automobile TRIUMPH Canada Inc
P.O Box 871, Pointe Claire - Dorval
Quebec, Canada H9R 4Z6

Upcoming Events:

Sunday May 29, 2005 – Member meeting at 8:30 am

Location: David Bowen, Beaconsfield

We are combining the member meeting with a family breakfast; details below.

Sunday May 29, 2005 – Beaconsfield British Car Show

Starting with Breakfast at David, Teresa and Clarissa Bowen at 8:30 am

Directions are as follows: Exit from either Highway 20 or 40 take Blvd. St Charles South until the end.

Turn Right on Beaconsfield Blvd; After 300 yards; turn Right onto Fieldsend Ave; After 200 yards; you will see the house on the left; 98 Fieldsend Ave ,Beaconsfield. Tel: 514-697-3006. Look for his Red TR3A.

The postal code for anyone who wants to use MapQuest is: H9W 5J1

Please confirm your attendance with David by phone or e-mail: david@euroboomposters.com

Last minute additions are welcome.

Beaconsfield British Car Show at Centennial Park in Beaconsfield, hosted by the Jaguar Club and the Hudson Antique Car Club. Last year this show was another great success, so join us for a great day in Beaconsfield this year. The number of participants are increasing year by year.

We will be leaving David’s house for the car show around 10:00 am

Saturday/Sunday June 4-5, 2005 - Shelburne Classic Auto Festival

The Vermont region's premier antique car show returns to Shelburne Museum. Presented by Vermont Auto Enthusiasts, the show features hundreds of vintage vehicles on the grounds, a flea market, a tractor pull, and transportation-themed family activities. Even though this is an “all vintage automobile” event, they are celebrating British Car Week and are looking forward to many British subjects to participate.

Admission is \$12 adults, \$6 children ages 6-18, and includes admission to the Museum. The Museum is located on U.S. Route 7 in Shelburne, Vermont, 7 miles south of Burlington or approx 100 miles from Montreal. From Interstate 89 in Vermont, take exit 13 and proceed south on Route 7.

Anyone interested in attending on Saturday, please e-mail Tom Snabl at tomsnabl@sympatico.ca call Tom at: 514-487-1803, he’ll organize a convoy. Some may opt to stay for the weekend.

For more details go to http://www.shelburnemuseum.org/whats_on/calendar_events.php and/or: www.vtauto.org

Saturday June 18, 2005 – Tentative for 9:00 to 11:00 am

Description: Open house for Coffee and TR tech talk discussions at Barry’s.

More info: Confirmation, details and directions to follow in June Newsletter

July 8-10, 2005 – all day - Sommet des Légendes

Description: Vintage car races at the circuit Mont Tremblant.

More info: <http://www.lecircuit.com/en/events.htm>

Saturday/Sunday July 30-31, 2005 – Granby International Auto show

Description: Over 2000 antique cars, 30000 visitors, auction for 100 cars, 400 merchants.

Location: Parc Daniel-Johnson, Granby

Time: Saturday 8:00 am to 5:00 pm, Sunday 8:00 am to 3:00 pm

Organized by: V.A.G (Voitures Anciennes de Granby)

More info: www.vagi.qc.ca/gi.html

Saturday Sept 10, 2005 – British Car and Motorcycle day at the Rockburn Pub in Hinchinbrook, Québec

Description: An informal fun event at an old style English pub in the apple grower “south-west townships” country side. Last year over 100 vehicles attended, plus many motorcycles as well

Location: Ye Olde Pub in Rockburn, Quebec

Time: 11:00 am onwards, Pub opens at lunch time, people stay for lunch, or all afternoon.

Organized by: Montreal MG club

More info: More details to follow, we may organize a convoy like last year.

Saturday/Sunday Sept 17-18, 2005 – British Invasion, Stowe, Vermont

Description: The best car event in the East with over 500 British cars, a must participate event on Saturday. Pre-registration before September 5th required. (refer to web-site). Usually 10 or more Montreal Club members attend. Registration is open if you want to ensure to receive your gift pack.

Location: Weeks Hill Road, special events field, Stowe, Vermont

Time: Participants for Saturday must arrive between 8:30 am to 10:00 am to be allowed on the field with your car. As visitors you may arrive anytime. The day event closes approx 5:00 pm,

Organized by: Chris Francis and Michael Gaetano

More info: www.britishinvasion.com

Sunday Sept 18, 2005 - Toronto Triumph Club British Car Day

Description: This is the largest all British event in North America with over 1000 cars

Location: Bonte Creek Park, near Oakville, Ontario (20 miles west of Toronto)

Time: 10:00 am onwards

Organized by: Toronto Triumph club (TTC)

More info: www.britishcarday.com

For Sale:

For Sale: - GL4 Differential Oil for club members – call Alcide Lessard at 450-689-4440

For Sale: - 1980 TR7 Convertible - 5speed, 116K, manual choke, green on new tan leather interior complete with new carpets and a brand new convertible top. Car runs and drives excellent - no bondo here - very straight all the way around. (Ottawa Valley Triumph Club member)
Asking \$7500, negotiable; call Jim Burry at 613-824-6630 (home) or 613-296-2200 (cell).

Wanted:

- Place your request here in the next issue...

Tech Tips and Member Questions:

Tech Tip, by Tom Snabl

The following have been gleaned from various magazines, thanks to the [unnamed] authors. For my part I'm plagiarizing and editing their efforts.

Using the "Real Thing"

We've all encountered rusted and "tightened for life" nuts, bolts fasteners and other fittings. It often seems that no matter how much torque, heat, WD40 and/or cursing these rusted together parts just will not separate. There is a miracle solution available and most of us have a more than adequate supply right in our refrigerator. Coca Cola !! Not the other one, the real thing. Simply apply as you would any other of those pricy do nothing liquids and wait a while, overnight for some of the more stubborn seizures.

Best of all its cheap, plentiful and available at the corner dépanneur and will never cause your garage or work area to become the toxic dump associated with all those other sprays or liquids.

Cheers and happy motoring
Tom.

Reference Materials:

Club websites:

Montreal Triumph Club:	www.rucompatible.com/triumphmtl
Rendez-vous des Anglaises du Québec:	www.carvaq.org
Ottawa Valley Triumph Club:	www.ovtc.net
Other club links:	http://www.rucompatible.com/triumphmtl/links.htm

Special Interest websites:

Barry Shefner TR2-3-4 website - Montreal	www.rucompatible.com/triumph
The Triumph Home Page –UK	www.team.net/www/triumph
Vintage Triumph Register VTR – USA	www.vtr.org
Spitfire & GT6 magazine	www.triumphspitfire.com
International Spitfire database	http://members.cox.net/spitlist/index.html
Triumph Bulletin Board	http://www.british-cars.co.uk/triumph/
British Car Week	www.britishcarweek.org

Parts:

Listings in this section are a service to the members and do not constitute an endorsement by the Montreal Triumph Club.

Chris Hollum Imports - Lachine	514-639-4639
Clément & Richard Boies Inc - St-Léonard	514-328-8868
Long Motors (Victoria British) - USA	800-255-0088 or: www.longmotor.com
Mario Boies Inc - Brossard	450-444-2900 or: www.marioboies.com
Moss Motors - USA	800-667-7872 or: www.mossmotors.com

British Repairs:

Listings in this section are a service to the members and do not constitute an endorsement by the Montreal Triumph Club.

Brittanicar - Lachine (Len)	514-336-6661 < len.bell@sympatico.ca >
Britauto - Lachine (Jon Nichols)	514-634-6330 < jnichols@total.net >
Centre Automobile Coventry - St-Léonard (Sylvain)	514-983-3910
Garage Serge - Montréal (Serge Attar)	514-875-6890
