



VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

February, 1999



For the Family Man!

- ***Important!! February Meeting Location – details inside!!***
- ***Events Listing for Summer 1999***
- ***Kit Heathcote's Triumph days***
- ***Plus much more!!***

Cover: I scooped the picture for this issue from somewhere on the Internet and couldn't resist – plus I knew Lori would like it!

**NOTICE! Next Meeting - February 22 '99
at Standard Auto Glass, 1754 Carling Ave.**

February meeting at **Standard Auto Glass**, 1754 Carling Avenue, east of Maitland near Broadview Avenue.

By Ed Kaye -- Last spring I was looking for a quality shop to modify my tonneau cover so that I could snap it down around my newly installed roll bar. I had heard of the first class service at Standard Auto Glass at 1754 Carling Ave. (just east of Broadview). The workmanship was indeed impeccable and the price was as I expected, or in other words, no surprises!

At that time, the upholsterer offered a demonstration of his skills to the club at one of our meetings. That meeting is on the 22nd of this month at their location on Carling. Brady will demonstrate re-upholstering, as well as discuss his skills with re-building and repairing convertible tops, as well as anything else to do with interiors. Standard will, as well, provide a glass specialist to discuss and demonstrate glass repair and replacement. If you are restoring your Triumph you won't want to miss this meeting.

Message from the President:

Here we are in February, one month closer to spring. We are planning a spring tour and barbeque on May 22nd and the Richmond show has been booked for June 27, so circle these dates on the calendar. As spring approaches, we are planning more events, so be sure to have your Triumphs ready for action.

The OVTC executive has been meeting on a monthly basis to plan events and take care of

business. We are hoping to have the best car season ever, but we need your input. If you have any ideas, please bring them forward to one of the exec members. We are listening, and are here for you.

Reminder - those of you who did not attend the last month's meeting, we still have your name badges ready for pick up. All you need to do is attend a meeting or an event. And don't forget about the upcoming dart tournament on March 13th– see you there!

Darts Tournament - March 13th

The always-popular OVTC Invitational Darts Tournament is now officially set for Saturday, March 13. The location is *Le Scratch*, at the south end of the Merivale Mall, north of Hunt Club. The tournament is from 1-5, but players are encouraged to arrive early to register 2-person teams and warm up. Entry is \$5 per team, and there are many prizes available from local and national suppliers (Miniman, Moss, TRF, etc.). Meet, greet and beat members of most other British clubs, as well as those zany VW folks as well. It's a great way to spend an afternoon, and skill level has virtually no part in it - nobody's that good! See you there!

Overdrive production - Gary Parkinson:

Your newsletter will now receive an added boost from another member. While I am getting technical assistance from Andrew Miller in the form of digital pictures and photo scans, the printing of the newsletter will now be performed by Gary Parkinson. Gary is the President of ASAP Print & Copy Systems on Stafford Rd., Nepean. Vivien had given me Gary's card a couple of months ago, and I had meant to contact him regarding commercial production on a monthly basis. By coincidence, Gary deals with Jane Benco at CIBC, and she mentioned

to Gary that they had a mutual interest in cars. One thing led to another, and Gary has now kindly agreed to do the reproduction for us (provided I can finish it with enough lead time to spare!). Cheers to Gary and ASAP!

The original 'Sabrina':

Many of you who are familiar with Triumph racing in the late fifties and early sixties have heard of Triumph's prototype 'Sabrina' twin-cam engine used in the Le Mans efforts of 1959 and 1960. Many of you also know that the name 'Sabrina' had come from the twin cam covers, evoking the assets of a particular British female entertainer of that era. I finally decided to find out more about this 'Sabrina' who provided the twincam its nickname.



'Sabrina' was born Norma Ann Sykes in Wales, and became Britain's answer to Jayne Mansfield in the 1950's. She was 5'6", 115 pounds and measured 41½ -19-36. She was discovered at a taping of a BBC show, and was forever pigeon-holed as a 'dumb blonde' in the era of Marilyn Monroe. She had changed her name to *Sabrina* after seeing the film of the same name, but she was no Audrey Hepburn. Her face and figure were on all the magazines in Britain for a time, but

as all superficial celebrities do, she faded after only a short time in the limelight.

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January meeting - Kit Heathcote - his experiences with S-T and KR.

As you all were aware from the January newsletter, Kit Heathcote was our guest speaker for the last meeting, and he spoke to those assembled about the history of Standard-Triumph and his days with the company and with the Competition Department. After providing a bit of the early history of both the Standard and the Triumph companies and their eventual merger (Standard buying up Triumph), Kit spoke about his foray into the world of automobile rallying, beginning with a trip to Monte Carlo in (of all things) a Triumph Renown. That was in 1951, but within a couple of years, there was another Triumph car better suited to the wild adventure of rallying - the TR2.

Kit was telling us that shortly after the introduction of the TR2, privately-owned cars began having great success in rallies and hillclimbs in England and Europe. As was the practice of the day, the company felt it would be useful to have company-sponsored, or "works" cars participating as well, since victory on the road often translated into victory in the salesroom. Ken Richardson was looking for a navigator within the company ranks, and word got back to him about Kit's abilities with a map (Kit had also been an RAF pilot during WWII). Kit was allowed to join Ken in the newly-formed Competitions Department. Imagine - being

paid to drive all across Europe in a new Triumph TR2!

Kit described his experiences with the TR2 in some of the major rallies of the day, beginning with the 1954 Alpine Rally. As some of you have probably seen on Speedvision or from last years' Movie Night, the Alpine Rally took the participants over some steep, mountainous and scenic terrain. The TR2s performed well, and Triumph won the Team prize for the 3 cars entered. One other TR driver, Maurice Gatsonides, won an Alpine Cup for travelling the full course without penalty. Kit told us of a practical joke they played on Ken after the rally. The Team Prize was a bronze bust, resembling a Roman head & torso. Ken had been down in the hotel bar while Kit & the others had turned in. They placed the bust in Ken's bed, making it look as though someone was already sleeping. When Ken got back to the room, he saw the bust and thought he was in the wrong room! Kit had to chase after Ken to assure him he did in fact have the right room!

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The next rally Kit described was the '55 Monte Carlo Rally (or 'Monty'), in which they used a modified Standard 10. The people from SU had modified the car with special carbs that made it go like a rocket. Solex had asked for a car to modify, but they couldn't do the job that SU had done. On the Monty, Ken Richardson had had a serious accident, and spent several days in a French hospital.

For the '55 RAC Rally, the national rally of England, the TR2s again took the Team

prize. This was a grueling rally, 5 days spent driving through England and Wales. In addition to the Team prize, a privately-entered TR2 took 2nd place overall. Next came the Tulip Rally in Holland, and a hillclimb event in Alsace, France. This was unusual as the cars were sent downhill instead of uphill. The TR2 came 2nd to a 300SL Mercedes, being just 2 seconds behind.

Another famous, or infamous, event in which the Triumphs participated was the 1955 Le Mans 24 hours. This was 'infamous' due to the collision at the grandstand that sent a works Mercedes into the crowd, killing 83 people. Kit said the one vivid memory he had of that was of the Mercedes radiator, which had come back onto the track and was spinning like a top, eventually spinning into a pit just down from the Triumph box. While the Mercedes team withdrew, the race continued on, and the Triumphs had all 3 cars finish the 24 hours. They probably would have won the Team prize, except that Leslie Brooks embedded his TR2 in the sand at the end of the Mulsanne straight early in the race, taking 3 hours to dig it out!

The last event Kit described was the Liege-Rome-Liege Rally, which is just that - a round trip between Belgium and Italy. The leading Triumph came 5th overall, behind a pair of 300 SL's, a Lancia Aurelia and a Samson. Kit said that the Belgian Triumph distributor was so delighted with the team's performance, he took them all to the fanciest nightclub in town after the awards ceremony. The thing was, everyone was so exhausted from the Rally. Kit himself fell dead asleep in the first 10 minutes after arriving!

Kit said he still had 'a couple more years to go', but we allowed him to stop (after about an hour of nonstop talking) and save the final years for another time, when others could attend and hear about the TR's early years. Our many thanks to Kit for coming out, cold and all, to tell us about the company, the

rallies, and the experiences from that era!
Cheers, Kit!

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Bill Humphrey - Speedvision

I saw an E-mail on the Triumphs list from an independent TV producer named Bill Humphrey who was planning on doing a series of documentaries called 'Sports Car Stories'. Bill wishes do one episode on the story of the Triumph TR2 and was looking for persons with whom he could contact. After checking with Kit at the meeting, I passed Kit's number on to Bill. Bill is looking to have his program ready for Speedvision later in the year. He also said he would notify me when it was scheduled to air. We can never have enough shows about Triumphs on the telly, can we?

VW Pizza Night - February 26th

The VW club has extended an invitation to the OVTC to join them at the Prescott Hotel on Preston St. this Friday, February 26 for their annual beer'n'Pizza night. They buy \$100 worth of pizza and share it amongst whomever all is there. Of course, the beverages are cold and in good supply. Come on down and bad-mouth the new beetle!

Spring Fling - Alex Bustard's place - aiming for May 22nd, 1999

We're looking to have a Spring Fling at the home of member Alex Bustard near the St. Lawrence at Prescott, with a tentative date of Saturday, May 22nd. More details will

follow, but Bob Thomas said Alex would like to see as many Triumphs as possible parked on the hill beside his home. We'll keep you posted on this as plans develop. We'll try to organize a fun route down to Alex's place - who wants to drive in a straight line in their Triumph?



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RICHMOND - June 27th, 1999 - 10th anniversary - best yet

It's hard to believe, but this is the 10th anniversary of the Sporting and Classic Car Show. The first few years were put on by former members John & Evelyn Carr, who at the time were publishers of *Sporting & Classic* magazine. When the magazine ceased publication, our club felt the car show was too good an idea to stop, and the rest, they say, is history. It gives you a sense of appreciation to attend other events when you know what is involved to put them on and make them come off without a hitch. Perhaps more importantly is the weather, and more times than I care to remember we dodged the bullet by not having the show rained out. I'm

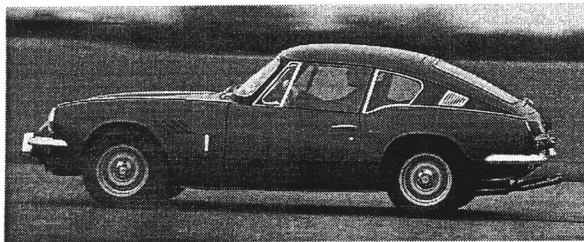
certain that won't be the case this year, and that we'll have the biggest and best show of all!

Regalia developments

As mentioned, the club now has lapel pins available, and they will be available from Gord at the next meeting. Price is \$4 each, which barely covers the cost of production. When you see them, you'll agree that they're great value for the money. We're also still investigating other OVTC items, such as plate surrounds, grill badges, fobs and other items. If there's anything else you can think of, be sure and let us know and we'll look into it.

Lucas Purchase in progress by TRW

Also off the Triumphs mailing list was the news on January 28 that TRW paid \$7 billion U.S. for Lucas Verity, PLC. Another British institution succumbs to foreign ownership! With TRW's reputation, perhaps that will help restore Lucas' name with classic car owners. Anything's possible!



Oil Drips – the OVTC Gossip Column:

- Bob Thomas is proceeding with his engine rebuild, and is hoping to be up and running in time for the start of TR season. Bob is quickly becoming a master of all aspects of his TR6 – not much left to rebuild!
- When Bob's got his engine done, he can give Gord Robertson a hand with his own rebuild. If Gord doesn't get the TR6 going this year, he'll have to settle for another

season in the E-type. How much can one man take?

- The latest 'Sports Car Chronicle' from Obsolete Automotive had a TR6 parts car with a twist – a 3-carb Jag XK engine! Shame the car itself looked to be a basket case – it would be great to see and hear a car like that on the road!
- Mike Graham came across his old grille badge and crest from when he had his TR3A back in the 70's. Perfect timing with that new TR6 purchase, Mike!

Classified:

- 1974 Stag, rhd, ex-Swiss. Has blown engine (naturally), 4-speed trans (non-o/d). Asking \$2,500 firm. Call Chris Hodgson @ (519) 625-8484 (Stratford area).
- Bob Thomas tells me of a person in the Oshawa area with a large quantity of Triumph spares for sale. If there is something you're looking for, please contact:
Scott Robbins @ (905) 839-2021

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Next Month:

- Tips on how to wake your TR from its winter sleep.
- Guest speaker for March meeting.
- More 'Oil Drips'.

1999 Summer Events Calendar

This list is far from complete or exhaustive, but it helps to give people a 'heads up' on what is going to be happening in the coming months. A full event sheet will be available in a couple of months!

Perhaps as each event nears, we can have a member familiar with the event to act as contact/information source for others in the club, and provide a brief description of the event, what is good/bad about the event, and why we should be there. A group of OVTC-ers are guaranteed to have a good time, and there's also the 'safety in numbers' principle when travelling. C'mon out and get those Triumphs to the shows!!

March

- 13 Dart Tournament – Le Skcratch
- 21 Automobilia Show - Sportsplex

April

- 9-11 Autorama
- 18 Ancaster Flea Market – Ancaster
- 23-5 Spring Carlisle – Penn.

May

- 8 CHEO Duck Race – Corvette Club
- 14-6 Import Carlisle – Penn.
- 16 Import Cruise Night @ Merivale CTC
- 22 OVTC Spring Fling - Prescott
- 30 Oxford Mills Auto & Motorbike Show
- 30 British Car Week meet - Montreal
- 30 Barrhaven Parade – Larkin Park

June

- 4-6 Watkins Glen Historic Races
- 6 ByWard Market Auto Classic
- 13 Kars & Planes – Kars
- 13 Odessa Car Show – Odessa
- 17-20 TRA Nationals – Dublin, Ohio, USA
- 27 Sporting & Classic Auto Show - Richmond

July

- 1 Arnprior Canada Day Auto Show
- 2-4 VARAC Festival – Mosport Park
- 4 Evolution of Wheels – Sci. Museum
- 17-8 Summertime Auto Show – Eques. Park
- 30-1 GT Challenge Cup – Corel Centre
- 30-1 VTR 25th Anniv. Party – Maine, USA

August

- 1 Volksfest – Embrun
- 6-8 Roadster Factory Summer Party
- 22 British Car Day – Kingston
- 29 Moggies on the Grass - GOMOG

September

- 10-12 Vintage Grand Prix – Watkins Glen
- 19 TTC British Car Day – Bronte Creek

October

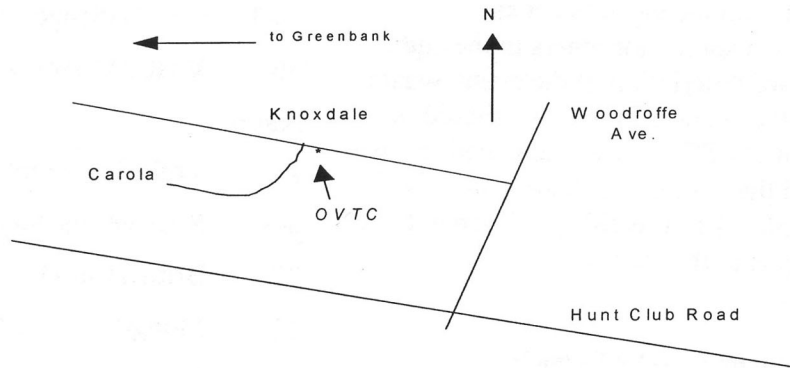
TBA

This is far from an exhaustive list – I'm merely pointing out the dates of the major events of interest from past years. I'm sure more will be added, and I'll try to describe upcoming events in more detail as the months progress and dates approach.



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 is distributed to members. *Overdrive* is also exchanged with newsletters from other clubs. The OVTC Executive at present is comprised of:

Vivien Kaye President / Treasurer 692-1880	Bob Thomas Vice-President 267-4561	David Huddleson Membership 822-1315	Gord Robertson Regalia 226-5033	John Day 723-9876 Editors Andrew Miller 591-3409	Steve Bourne 253-0739 Events Jeff Patterson 839-2891
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Internet E-mail: day.john@fin.gc.ca

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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