



# VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

March, 1999

## ROAD & TRACK

April, 1954



35c the Copy



### That 'Covers' It!

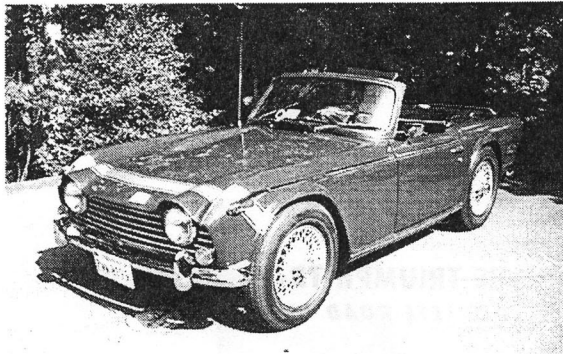
- Guest Speaker for March OVTC Meeting (@Knoxdale)
- VARAC at Fifty – Mosport Park '99
- Plus much more!!

Cover: I came across an image of the R&T issue which first featured the TR2.

**NOTICE! Next Meeting - March 22 '99 at our usual location on Knoxdale Road.**

**Guest Speaker for March OVTC Meeting:**

Our guest speaker for this month's meeting will be 'Gary' of Gary's Cycle. While this sounds like a mismatch (cars≠motorbikes), many items are common to both: chrome, wire wheels, and more. It'll be a good one!



**Message from the President:**

Here we are in March, with snow, snow and more snow! To think that last year Ed drove the TR4 to the dart tournament at the end of March – I don't foresee that happening this year. As you will read elsewhere in this newsletter, Ed and I are just back from a week in California. The land of cars, and a good place for a car nut to go. Amazing how BMWs, Porsches and Mercedes, etc. can be a dime a dozen. On the other hand, there is never a shortage of traffic on the roads, always busy, busy, busy. I had the opportunity to drive down to San Juan Capistrano to visit Autotech Sport Tuning. I was able to buy a trick camshaft and a sport tuned boost check valve for my Corrado. (Dare I admit this to all you Triumph fans??). Well, hey, in my defence, Moss Motors doesn't carry any GT6 parts!) Now all I have to do is get them installed and keep an eye out for Jeff Patterson in my rear view mirror.

Our March meeting will feature Gary from

Gary's Cycle talking about wheels and wheel care, and chroming. I hope everyone can make it to what I'm sure will be an entertaining evening. On another note, I received a call from Christine at the Central Canada Exhibition. This year there will be a three-day car show and auction at the CCE on August 23<sup>rd</sup> to 25th. The event will be held indoors in an air-cooled area with 24-hour security provided. She would like to come out and talk to us at our April meeting to give us more information and to find out if any of us might be interested in displaying and/or selling our vehicles. The event is partnered with the Auto Trader, so look for advertising and registration forms in the Auto Trader in the future.

I would like to remind everyone that we are looking for volunteers to put together fun runs for the summer days. If you know an area that you feel we would enjoy driving to as a group, please come forward with a date. See you at the March meeting!

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**New Member:**

Please welcome Tony Aldridge to the OVTC. Tony visited the February meeting, driving in from Vankleek Hill. Tony has found and resurrected a TR3A that had been in a barn (!) for several years (these cars are everywhere!). Welcome, Tony!

We also have several prospective members we expect to see signing up in the next few weeks. John Neal, the person who has the TR3(B?) passed around amongst family for 30 years, will be bringing the car back from

his cousin's at the end of the month, and tells me he will join at that time. There are also several other leads that have come to my attention recently, and I am keeping in contact with. Nothing like some bright skies and warm weather to make people think of sports cars!

### **Darts Tournament - March 13<sup>th</sup>**

A full report (plus pictures) will be in the next issue. For now, I can say that the response from our vendors was tremendous, with an estimated \$1,200 plus in prizes available. Next year's will be even bigger!

### **Overdrive - Gary & Andrea Parkinson:**

I reported last month that club member Gary Parkinson, owner of ASAP Printing, had volunteered to do the copying of our newsletters. Little did I know that I would discover something further. Gary's wife Andrea operates ASAP CD-Solutions, a desktop publishing and Web Page design business, from the same premises. While chatting with Gary and then Andrea, we realized that electronic transmission of *Overdrive* was not far from a reality. I was able to transfer the file to Andrea, who in turn transferred it back to me. With all the activity at home, work and preparing for the Dart Tournament, I have been unable to complete my work in readying the issue for electronic transmission to those able to receive it. But fear not – you shall be reached in the end.

### **Event Date Change – Duck Race:**

Shannon Lee Mannion informs me that the Duck Race show date has now been changed to May 15. Please make a note on your listings. Thanks!

### **Greely Canada Day Festival – July 1:**

While we're on the subject, please add the following event to the 1999 Events Calendar: I just received a call from Marg McManus,

organizer of the **Greely Canada Day Festival**. She would like to announce the *Greely Canada Day Festival – Car & Motorcycle Show*, at the Greely Community Centre, 1448 Meadow Drive, from 5-9 p.m. There will be dash plaques and People's Choice Awards. If you are able to attend, please call Marg at 821-6274 on or before June 17 so she may have an idea of how many vehicles will be attending. I suspect Martin & Andrea Harasek will be there!

### **Bill Piggott to do 'Original' Volume 3:**

The latest issue of TR action from the TR Register reports that Bill Piggott has been contracted to produce a third 'Original TR' volume, for the TR7 and TR8. The book is expected by sometime in Summer of 2000. It should be interesting how he handles the wide range of TR7 limited edition models which were produced (Spider, Sprint, Anniversary, ...). Now the 'wedgie' owners will have a book to call their own, and the rest of us can have our full set of TR reference books.

FYI – Bill is interested in obtaining photos of suitably original TR7s and TR8s. It would be great to see an OVTC member's car in print, so those interested can call Bill directly in England at 01947 895348 and talk it over!

## **Bytown British**

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**Ned Loughrey**

*We'll keep your  
sports car on the road!*

### **February meeting – Standard Auto Glass**

One of our first 'in house' tech talks in a while was located at Standard Auto Glass on Carling Avenue. Those who attended (and it was a good turnout) were treated to a good

upholstery demonstration by Jerry Brady, a former SAG employee now working for himself under the name "Got it Covered" from within Standard Auto Glass. While Jerry talked to us about upholstery care & concerns, he quickly demonstrated how easy it was to assemble a seat backing from scratch – the sort of thing that makes you think you could do it yourself!

What was particularly entertaining was when Jerry got some volunteers – first Lori Day, then Paul MacDonald – to try their hand at sewing on the large commercial machine. Paul was all ready to finish the seat himself (a hidden talent?) before turning the project back over to Jerry.

In addition to upholstery, we also had a demonstration of windshield repair by John of Standard Auto Glass. John used a miniature vacuum pump to prep the glass surface before applying the liquid filler and letting it harden. Considering the cost and difficulty in obtaining glass for our cars, it's nice to know there's something to attempt before a whole new windshield is required.

As well as having two excellent, knowledgeable and amusing presentations, Standard Auto Glass also treated the club to pizza – 6 large pizzas were delivered. When I was told there would be 'treats' provided, I was thinking donuts – silly me! Our thanks to Jerry, John and to Standard Auto Glass for an excellent evening.

### **March Executive Meeting:**

The Executive met on March 18 to discuss upcoming activities for the 1999 season. A full report will be available at the meeting and in the next newsletter.

### **California Dreaming – Ed Kaye:**

Remember the last day of February, there wasn't much snow on the ground and thoughts of Triumph were rolling around your head? Well the weather sure messed up

those plans, eh? One hundred centimeters of snow! Ouch!

Somehow Vivien and I are going to get things co-ordinated a little better. In January we went south, but not before getting nailed with 40 cms of snow while waiting it out at Pearson Airport in Toronto. This time we had just stepped off the plane here in Ottawa from a week in southern California when it started to snow, and snow, and snow. What the hell kind of planning was this?

Anyway – car stuff – I've realized that here in Canada us car buffs are generally few and far between. Why, I'm not sure, probably due in large part to the climate. In California, where the weather is generally sunny and mild, and where you have a population equivalent to that of all of Canada crammed into one small area, the car buffs really stand out. There are various reasons for this phenomenon, great numbers of people of course, and each person has at least one car. There aren't any dirt roads so all the cars are clean and shiny. The cars last forever, unless they are wrecked, but then there is a whole industry to repair/rebuild wrecks. When purchasing a vehicle the selection is huge, from the normal type new car lots to exotic new and used lots. In California you don't need a winter and a summer car, so why not spend that kind of money on just one car? What would you buy?

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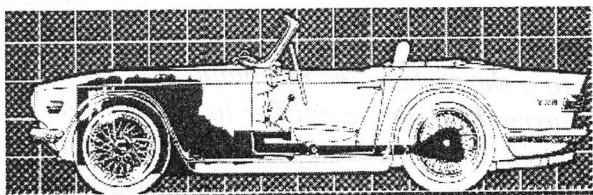
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We saw lots to buy. Year-old Boxsters and Z3's go for around forty thousand US\$. There is no shortage of sixties and seventies

Mercedes sports cars, 450's, 280's, 180's, etc from five thousand and up. You want a Porsche? They are everywhere and in any condition. Starting prices we found were about \$4,000 for a 356, \$6,000 for a 911, \$30,000 for a Speedster, and remember no rust. Or how about that Ferrari you always dreamed of? 308 GTSI for \$22,000, Dino for \$25,000 or a Testarossa for \$45,000.

It is quite a sight to be driving along and find a Ferrari Car Dealer and Showroom on one corner and a Lamborghini Dealer on the other. And not just one or two cars, but a huge selection. Further along yet another Ferrari Dealer and across the street an Exotic Used Car Store. Something is missing here for a British Car Club newsletter. Right! We did not see very many British Cars, let alone Triumphs. Oh there were a few, MG's, Morgans, TR6's, and some nice old Jags, but not a lot.

I had ordered some parts from Moss Motors and since we were going to be driving right by their location I had asked them to hold them for me. It is always an adventure to go somewhere that has something of interest for oneself. That was the case when we visited Rimmer Brothers and found not only a parts and accessories showroom but a static display of Triumphs as well. On the front of Moss Motors the sign read "Showroom and Customer pick-up". What did they have for us to see? Well not too much, as a matter of fact our very own MiniMan has a much more interesting showroom. However, we picked up all our goodies and off we went cruising the coastal highway enjoying the scenery and 80 degree weather searching for those elusive Triumphs.



## VARAC at 50 – Vintage Festival Year!

After all the important anniversaries held in 1998 (TR 75<sup>th</sup>; Porsche, Ferrari, Lotus 50<sup>th</sup>, etc.), there's still some significant landmark dates to come. One of the most interesting this year is the 50<sup>th</sup> Anniversary of VARAC. From its humble beginnings at Abbotsford Field, a WW2 airport facility near Vancouver where the first race for sportscars ever held in Canada took place, VARAC went on to become the major racing organization in Canada. This year will mark the 50<sup>th</sup> anniversary of that inaugural race.



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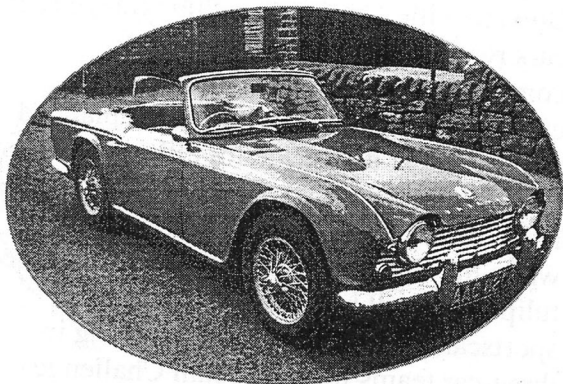
The Vintage Festival will be taking place this July 2,3, and 4 at Mosport Park, near Bowmanville. As many as 200 vintage race cars representing a half century of competition are expected to take to the circuit. There are plenty of events planned for both racer and spectator alike. The Simms Cup will be held for MGs only (let's hope at least one finishes to claim the prize!☺), while the 'Rally of the Small Pines', a timed tulip rally, will be open to individual sportscars as well as clubs competing in three-car teams for the 'Team Challenge Award'. There is camping available on the Mosport Grounds, and this year you should

plan on arriving early to get the choicest locations (i.e. shaded). There will be a Friday night BBQ, reception and bonfire featuring live entertainment, with an automotive flea market and "Gasoline Alley" on Saturday and Sunday. There are also events planned in nearby Lindsay over the weekend.

This sounds like it may be one of the major activities of the season – plan now to be there and join in the fun! More details next month!

### **RICHMOND - June 27th, 1999 - 10th anniversary year – the best yet!!!**

More plans for the Richmond show will be known following the Exec meeting of March 18. At this point, I can say that there is a strong indication of vendor participation this year, with verbal affirmatives received from KDC Everywear, BMC, Automotive Pursuits (aka Glen Robinson), Steve McCutcheon, British Auto Sport (aka Fred McEachern) and a new vendor: Brown's Lane Jaguar of Markham. Tom Owen of BLJ is a friend of Fred's, and he contributed a couple of gift certificates to the Dart Tourney this year. I called to thank Tom, and in chatting mentioned the Richmond show. It seems that in addition to selling Jag parts & such, Tom is affiliated with a firm in Florida that builds replica C-types, D-types and XJ13s. Tom said he'd likely bring a replica D-type with him to the show. Cool!



### **Regalia developments (by Gord)**

I have just sold the last grille badge and would like to know if there is sufficient demand to get another batch made. The Alloy Foundry Co. of Merrickville has quoted me the following prices (pre-tax):

- 20 aluminum will cost \$36 each
- 30 aluminum will cost \$29 each
- 20 bronze will cost \$38 each
- 30 bronze will cost \$31 each

The badge is of the O.V.T.C. logo and is approx. 3" dia., the raised portion is polished. If you would like to grace the front of your car with one of these limited edition works of art please call Gord Robertson 226-5033. Needless to say, the new lapel pins (\$4 ea.) will be available at the March meeting. There'll also be other items coming up shortly for summer driving.

### **Good Samaritan in Ottawa in 1985:**

I saw the following story on the Triumph Chat E-mail List and thought I would pass it on to the club (note the spelling):

*Thought I'd share this story and at the same time say an extremely belated thanks to someone who's name I don't know; hoping maybe he checks these postings:*

*Around 1985 or 1986, I was driving my Spitfire in Ottawa when I got stuck at a light. Seems the clutch was blown. Behind me, I heard someone say, "Trouble with the Spit?"*

*My first instinct was, "Oh no, some turkey who thinks he knows cars". But we stared at the car a while and he said he knew something about Spitfires, and, more importantly, where to get a clutch at 6 p.m. on a Saturday night. We had the car towed to a parking lot near his house, and he took me to a shop where the mechanic was still around—tuning a muffler to get the right pitch. I had the feeling I was in the company of some people who knew what they were doing.*

*We bought the clutch and the fellow said he'd help me install it the next morning. A friend came from Ogdensburg, where my wife and I were living at the time, had a few beers, & went home.*

*Next morning we went back to Ottawa, and the guy met me with a pot of coffee and tools. Without a lift or anything elaborate, we got the clutch out and the new one in; took the better part of a morning and afternoon, but finished before dark.*

*He insisted on no payment; said it was just a favor and he liked doing the work. I was writing a column for a newspaper at the time and wrote about the episode, starting with a lead that went, "If you haven't gotten around to blowing your clutch this year, you must go to Ottawa and do it."*

*Anyway, if you're reading this, thanks whoever you were.*

*Jay Jochnowitz*

I've replied to Jay, asking him to forward a copy or a scan of this article if he still has it. I wonder who that could have been? Is this then the work of some other current OVTC member? If so, speak up!



### Oil Drips – the OVTC Gossip Column:

I'm afraid there's no oil drips this month – I haven't been paying attention! I'm sure there'll be some once our cars are on the roads in a few weeks' time. I assume Bob Thomas is making progress with his engine rebuild, hopefully in time for the first events and club meetings of the driving season. Next month, we'll find out

more of what everyone has been up to for the winter months.

### Classified:

- Pat Onions is proceeding with his TR4, and his son Terry has also bought a TR6 to restore. They had bought another TR6 to salvage parts from, as the body was pretty well shot on #2. However, this car had a clever conversion engine and transmission setup that fit right in the car. The engine is a Ford V6 out of a Capri, mated to a 4-speed Mustang transmission. The engine was last running 2 years ago, but has since lost its fuel pump. If anyone in the club is interested, Pat & Terry will sell the drivetrain for best offer. Call Pat in North Bay at 705-752-5678.
- Pat also said that when recently in Toronto, he contacted a Lloyd Rosewell regarding some TR4 parts Lloyd was selling. The parts were gone, but Lloyd was also selling a complete 1960 TR3A that originally came from the Ottawa area. He said to bring it up to shape it needed new door hinges, a re-chromed valve cover and new seat upholstery. All else is done including new paint. He is asking \$7,000. Lloyd's number is 905-319-1066 in Burlington.

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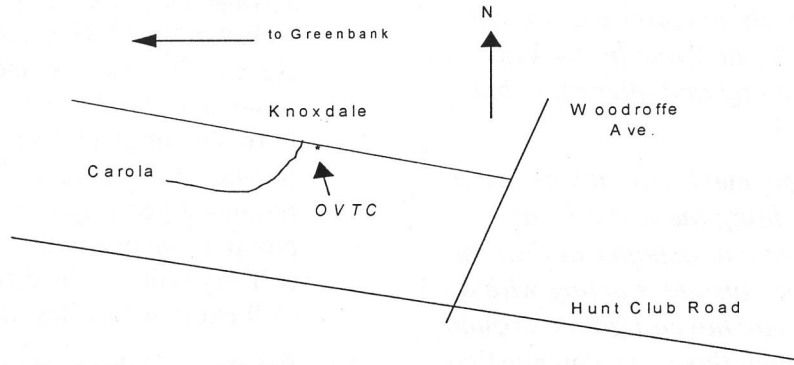


### Next Month:

- Full Dart Tournament report, plus pics.
- Richmond 10<sup>th</sup> Anniversary details.
- Tips on Spring startups for our cars.
- More 'Oil Drips'.

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