



VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

August, 1999

A Nifty Herald at 'Sporting & Classics' 1999



- *August BBQ – August 29 – don't miss it!*
- *Reports on VTR, Canadian Classic shows*
- *Plus much more!!*

Cover: Here's a nice Herald convertible, from the Ottawa area, at this year's Sporting & Classic Show.

NOTICE! OVTC Summer 1999 BBQ on August 29 @ 3:00 at the Graham's – directions are found below. See you there.

OVTC Summer Party at the Graham's (Sunday, August 29, 1999 – 3:00 p.m.):

Mike & Marjorie Graham have offered their home as the location for an August barbeque. With the number of new members in the past few months, this could provide the opportunity for informal introductions (not that the monthly meetings are regimental by any stretch of the imagination!).

The following is from our hosts, Mike and Marjorie: (see directions and map below).

"We will BBQ sausages and provide cold slaw and potato salad along with soft drinks. Other beverages will be BYOB.

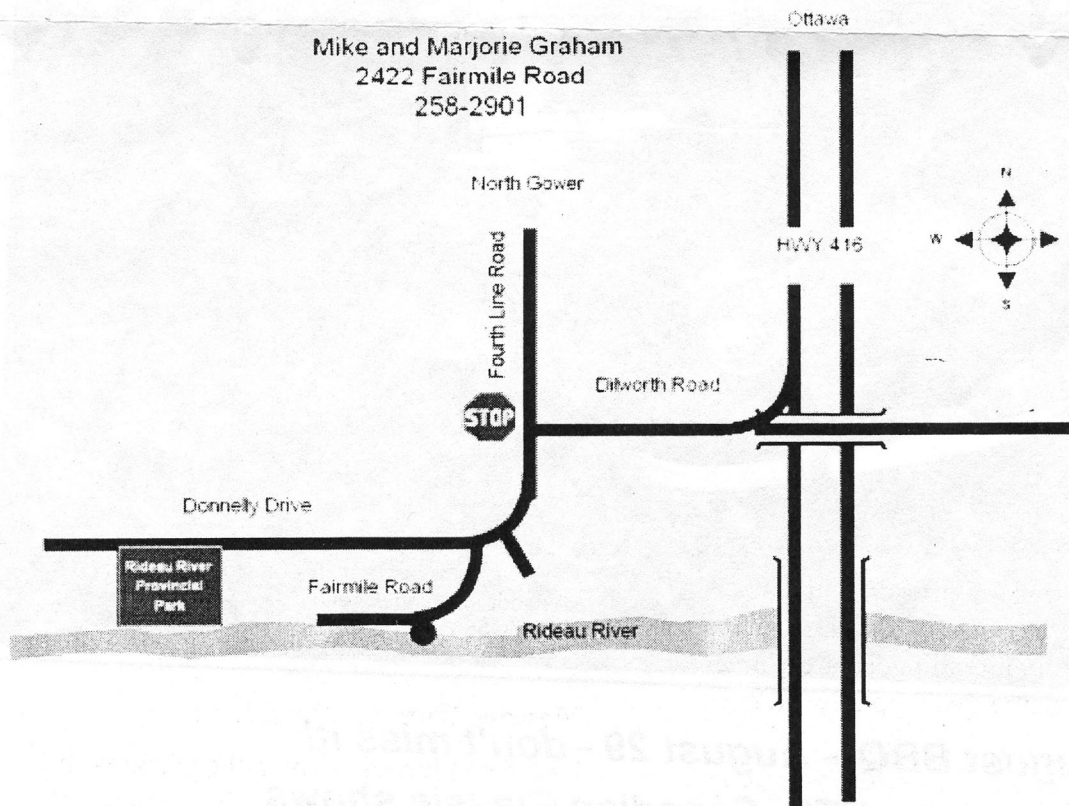
We look forward to seeing everyone and their cars.

Directions from Ottawa

1. Take 416 South to Dilworth Road
2. Turn right onto Dilworth and go to stop sign
3. At stop sign, turn left
4. Proceed South to Fairmile Road (second road on left)
5. We are the first house on river on Fairmile Road (2422)

Directions from Perth, Carleton Place, etc

1. Take Dwyer Hill Road to Burritt's Rapids
2. At Burritt's Rapids turn left onto Donnelly Drive
3. Take Donnelly Drive to stop sign (about 10 minutes drive)
4. At stop sign go straight ahead (you will see Rideau River Provincial Park on right)
5. Fairmile Road is first right after the Park (we are at 2422).



Monte Carleton Rally & British Car Day:

Don't forget – this August 22 is the British Car Day in Kingston City Park, and those wishing a more adventurous drive down can take part in the Monte Carleton Rally. Be at the RA Centre parking lot at 9:00 a.m. for take-off, otherwise we'll see you in Kingston! The Registration fee for BCD is \$15 per car, which includes a BBQ meal for two. See you there!

July 26 OVTC Meeting (John Day):

A good crowd was on hand for the July meeting. I filled in for Vivien as she & Ed were out east on holidays. The weather was accommodating and we had a good turnout of cars as well as people.

A quick review of the past, present and upcoming events for the season took place at first, with a correction to the July newsletter – yes, there IS a date for the BBQ at the Graham's. I guess I was too busy writing the newsletter last month to read it myself! Once again, please RSVP to either Mike (258-2901) or myself (723-9876) if you are able to attend. This will aid the club in planning for meals, etc.

The upcoming weekend is the VTR 25th Anniversary show in Portland, Maine. Apparently just under 300 cars are registered at present, and that number is sure to rise as the date of the show arrives. Paul & Kathy MacDonald will be checking out the show, as they have relatives near Boston and will make the short drive from there. I stipulated that 'if you attend, you have to write an article', so you all can hear about the show.

The following weekend after VTR is the Roadster Factory Summer Party. Dave Huddleson is likely attending, as are 1 or 2 more members. Same deal applies, OK?

The big event upcoming locally is the combined Monte Carleton Rally / British Car Day in Kingston, both on the 22nd of August.

Look further on for details of these two events!

Kit Heathcote was the featured speaker for the evening. Kit has spoken to us in the past about his past exploits with Ken Richardson and the Triumph 'works' Rally team in the 1950's: tonight Kit elaborated on just how the planning for these rallies was done. Andrew Miller was out with his digital camera to record a few shots of the meeting – they were unfortunately lost due to a technical glitch, but we can try again some time in the future. The TR Register in England is also interested in Kit, if possible.

As for other orders of business: Dave Huddleson had informed me that at the moment there was a large number of unpaid memberships for 1999-2000. There is also a large potential list of contacts for membership – currently around two dozen names gathered from various sources. If we could maximize on both these fronts, the OVTC could well reach the magic 100 member mark for the Millennium, which would be a great achievement. We last neared that figure following the Classic in 1991 when TR interest was at a local high.

Regalia chief Gord Robertson was also on holidays, but the regalia suitcase was open for business. Gord had reported fairly strong sales of shirts, pins, hats, etc. at the Richmond show, which was good news.

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Message from the President:

I confess I haven't driven the GT6 much lately – what with the hot weather and the Corrado (ice cold air!) back on the road. But

now that it seems to be cooling down a bit, I think it is time to get out in the GT6 more often.

My last outing in the GT6 was over to the Fortin's for the annual croquet match. My croquet partner, Shannon Lee Mannion, and I need to practice a bit before next year's challenge! But fun was had by all, including the Days, the MacDonaldis, and Martin & Andrea Harasek from the OVTC.

As mentioned in "Oil Drips" last month, we have now become a 3 Triumph family. Ed has purchased a 1962 TR4, and amazingly it isn't BRG! This one is red, and I may even get to drive it... (At press time, the car is in quarantine in Ogdensburg, NY, having been purchased in Virginia.)

Don't forget the BBQ at the Grahams on the 29th! See you all there.

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The Canadian Classic '99 – John Tierney:

Almost at the last minute I decided to go to the Canadian Classic. This year it was located in Simcoe Ontario on the north shore of lake Erie. Simcoe is a small farming town approximately 1-1/2 hours south west of Oakville. The trip down from Ottawa to Toronto was thankfully uneventful, not like the last time I headed down the 401. The TR8 ran fine and the transmission seems okay if a little bit noisy. I travelled with my daughter Victoria, 7-1/2 years old. She wanted to have her turn at an event since I too Nicholas to the Roadster Factory last year. We travelled on Friday morning and arrived at my sister Kathy's house in Oakville

just after noon.

Part of the reason I decided to make the trip was because Kathy was in the market for a new car and was looking for some assistance. She knew what she wanted, a Chrysler Intrepid but wasn't sure she was getting a fair deal. I won't bore you with all the details, but this is an important part of the trip. We got to the local dealership and found a place to park her Suburban, no easy feat! As we were parking I spotted a Viper Convertible in the used car section. I have never had an opportunity to take a close look at a Viper, so I went straight over to it. Kathy and Victoria caught up a little later followed closely by a guy that introduced himself as Mark and he was "not a salesman" but would try to help us out. As it turned out he was General Manager and 50% owner of the dealership. We made the deal on a 1999 Intrepid ES and everyone was happy. Now here's the point:

Kathy went off to do the financial stuff with the Business Manager, so Victoria and I went out look around. A few minutes later Mark came out of his office and said how would you like to go for a ride in the Viper? I said I would love to. We went over to the service area where the Viper was put away for the night. Mark and I got in and he pulled it out of the garage. He stopped to get out to get a plate, then he stuck his head in the window and said "do you want to drive this thing?" Well I guess you know the answer to that question.

I was very surprised at how easy this monster was to drive. The 450 H.P. V-10 has a raspy growl and idled nicely, I pushed in the clutch and it was firm but lighter than my TR8, first gear, clutch out, hey this thing is easy! On the road the clutch was smooth the throttle easy to modulate the gear shift light, short and positive, you could drive this car every day. I hate Toronto traffic! We got out onto the 403 and got up to a screaming 100 kph in third gear, 2200 rpm. Hey there are six gears in this box, and another 4000 rpm to play

with, damn traffic, none the less quite a thrill. Oh yes, the price, \$79,000 but he would let it go for \$ 75,000. Jen, do we really need a house?

Now back to the Triumph stuff. Saturday morning was in a word hot, really hot. Guess what there is traffic in Toronto even on a Saturday! The Q.E.W. south through Burlington and Brantford to tobacco country. I have never had the opportunity to spend any time in this area so I didn't know what to expect. I was surprised by the size of the farms over gently rolling hills that turned into almost prairie like flat lands as you proceed towards lake Erie.

We arrived in Simcoe and located the host hotel. The concours was under way in the treed area behind the hotel a nice park like setting with some shade, but no breeze. The judging was under way so we found some shade and had a look around. The first thing that struck me was the low number of cars, nothing like the Classics of the past in Ottawa, Kingston or Belleville.

Victoria counted the cars for me and reports the following:

Spitfires: 7
 GT6: 1
 TR3: 3
 TR4: 2
 TR6: 14
 TR7: 5
 TR8: 7
 Herald: 1
 2000 Sedan: 1
Roadster: 1
 Total 42

The Concours lasted until about 1:00 P.M. followed by a drive out to a local winery, then to the lake for a swim. I saw a lot of the regular Classic attendees like Charlie Conquergood with his Gumby coloured Spitfire, Doug Long with his Screaming Green TR8, and of course Malcolm Taylor

was there with his metallic Brown TR3. There was a good showing of TR6's and as usual the cars were beautiful, some modified, some just as they came off the showroom floor.

We saw quite a few people from south of the border, Dick James in his Dark Green TR8 from New York and a highly modified 5 litre TR8 that boasted 360 H.P., and from the sound of it I believe it. There was also a particularly nice TR4 that looks black until you get close to it and you realize it is actually very dark green. The engine bay was perfect. The black Triumph we can only identify as a Roadster, quite a rarity I imagine.

All in all a nice event, nice people nice cars. I wasn't able to take part in anything but the show, but the rest of the people seemed to be enjoying themselves. I was able to talk to Malcolm for a while and although the location for the 2000 Classic had not been decided, it sounded like it was going to be in London, Ontario.

Tomorrow I am off to the Roadster Factory with my son Nicholas, and David Huddleson so I will report on that one next month.

- Your roving reporter, John Tierney

VTR 1999 – Paul MacDonald:

This was the 25th anniversary celebration of the VTR and was hosted by the New England Triumphs. There were many events throughout the 5 days of the convention, including funkana, rallies, tours and autocross. Kathy and I went to the car show and concours which was held at a park just south of Portland Maine on Saturday.

The entire weekend was very pricey with accommodations at about \$140 US per night. I have an aunt who lives in Boston (two hours south), so we commuted to the show for the day. Given our record for attending rained out car shows, we were considering phoning the organizers to see how much they

would pay us to stay home, but we decided to be selfish about it and went anyway.

The weather in Boston was very humid and the temperature was in the 90's all week. Saturday was supposed to be a little cooler, only middle 80's. So, we struck out early for the trip north, hoping for a break (aunt's house does not have A/C), at least the van was cooler!

All up along the coast north of Boston are vacation areas such as Kennebunkport etc., and it appeared like everyone was going there on Saturday morning. We hit several toll booths on I-95 and waited through about 5 mile backups at each one. When we finally got off the interstate the countryside looked just like Nova Scotia, along the coast—just a few more half-million dollar cottages perched on the rocks, waiting for the next wave to carry them off.

The location of the car show was a state park with a huge lighthouse. The show area was an open field with a beautiful view overlooking the ocean.

About 300 cars were in the show and more in the parking lots, as day visitors could not join the car show. Just about every type of Triumph was represented including a Mayflower, which looks like a Rolls Royce only the size of an Austin. Some of the cars that we had seen at the Canadian Classic in Ottawa were there from New Jersey including the concours burgundy TR7.

Highlights of the show (for me) were the SCCA TR8 race car that was being restored, a Rover 3.5 liter powered TR3 and a very good selection of parts vendors including Roadster Factory and about 10 others. As well, Kathy and I got to see some friends that we had met at The Roadster Factory in Armagh last year, the Fowlers from Ohio.

Pilgrimage to The Wedge Shop

While in Boston I couldn't resist the urge so Friday we went south to Taunton to the home

of the guru of TR8's, Woody Cooper, at his garage "The Wedge Shop". The Wedge Shop has a reputation as THE place to get your TR8 engine done.

Woody's own car has been bored and stroked to a full 5.0 liters and has a cam in it that will barely allow it to idle. Added to that a Ford 8.8 inch rear axle with limited slip and LARGE disc brakes, 17 inch mags with 45 profile tires, the car is almost an all out racer. He even removed the A/C and power steering in the interests of speed.

I was able to pick up some hard to find special pieces for my car and checked out the 4 or 5 cars that were in his parking area.

All good things come to an end however, payback is a b-----, etc. etc.—so off we were back to Boston—and more SHOPPING!!

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A Spitfire Goes East (by Scott Naugler):

When I left for Nova Scotia on the morning of July 16 from Ottawa I was a little nervous. It was the first serious road trip I had taken my 1979 Spitfire on since driving it to Ottawa from Kingston on the day I bought it last March. I had a new alternator, master cylinder (brake) and I had the cooling system flushed, so I thought I was prepared for the worst. I had no idea.

The trip to the East Coast went off with out any major incidents. The first day I drove 17 hours with the top down and upon reaching Moncton, New Brunswick, I stopped for the night. The next morning while I was doing

my ritualistic visual inspection under the hood I noticed that something didn't quite look right with the carburetor. Upon closer inspection I discovered that the three screws that hold the outer housing of the automatic choke to the main automatic choke body had worked loose and disappeared. Half of the choke assembly was dangling by two rubber hoses. I managed to locate three similar screws and within 30 minutes I was on the road. Two days later I was forced to adjust my valves in Lunenburg, Nova Scotia, but that proved to be the worst of it until the return trip three weeks later.

The engine was booming at around 110 km/h and the tach was around 4000 rpm somewhere east of Montreal when I smelled a very familiar smell. I couldn't put my finger on it at first, but it brought me back to the days of my 1974 VW Beetle. It was a nice car, but it had chronic engine problems and I think the fuel lines leaked. It was about then when I snapped out of my daydream and realized that I was smelling gas and no matter how you looked at it a smell like that can never be good.

Due to a couple of factors (a faulty needle valve and the fact that all of the auto choke screws on the carb had disappeared by this time), the car that I had driven over 5000 kms in three weeks was now spewing gas all over the exhaust header. I managed to do what little I could to slow the flow of gas and got the car back to Ottawa with a fire extinguisher on my lap.

The next day I took the car to Carp and had the guys at Miniman rebuild the carb before my luck ran out. Besides the excitement of a possible fire (and what would a road trip in a Triumph be without a little excitement) the trip was incredible. I do wish, however, I had purchased a luggage rack for the trunk before I set out. If anyone knows where to locate a used one let me know before I set out on my next road trip. There's not a lot of room without one.

Upcoming Shows in September:

After a bit of a lull in August, the pace quickly picks up again in September, with some of the biggest events of the driving season. For instance:

1. Zippo Vintage GP at Watkins Glen – September 10-12. While this follows the big 50th Anniversary last year, the Glen still sees an amazing assortment of vintage street and race cars each and every year. Plus, the drive there and back is one of the more picturesque around. There should be some OVTC'ers going again this season.
2. British Invasion IX in Stowe, Vt. – hard to believe, but this is the 9th year for the BI, which from the first was one of the biggest and best events in the northeast U.S. I know some of you had expressed an interest in the show. I have a registration form if people want one, otherwise, check out britishinvasion.com on the Net.
3. BCD at Bronte Creek – September 19 – for sheer numbers of cars, there aren't many bigger than Bronte (for short) in all of North America. One of these years (maybe this one?), they will break the 1,000-car barrier. With that sort of attendance, you're sure to see some truly rare and expensive pieces of machinery. Triumphs? – over 200 last year!

For any of the above shows, contact John Day at 723-9876 for more details.

RICHMOND - June 27th, 1999:

Some things I forgot to mention about Richmond in last month's issue. Firstly, while I showed Lorne Plunkett as the winner of the Participant's Choice award, I neglected to mention the other winners:

For 2nd Place – Harald Freise, with his Lotus Europa. Harald continues his winning ways!

For 3rd Place – Marc Grenier for his 1974 Alfa Romeo GTV 2000. We had a good group of Alfas out this year – glad to see you there!



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Oil Drips – the OVTC Gossip Column:

- Martin & Andrea Harasek will be relocating to a brand new home in Greely in a few months, just down the road from Len & Debi Fortin (aka 'the folks'). Be sure to specify that garage a little extra large, Martin (and a pit, if it's allowed).
- Steve Bourne & family are settling in to their 'new' home, which is actually a century-old stone home on 96 acres between Carleton Place and Almonte. A further distraction to keep Steve from his GT6 restoration!
- Gord & Kim Robertson have also gotten in on the real estate act, buying a cottage near Otter Lake, Quebec. There may be a fun run/picnic in this before year's end – stay tuned!
- Bob Thomas is nearly on the road again following his engine rebuild and related

maintenance.

- As mentioned last month, Ed Kaye has himself another TR4, but not without some effort. He didn't buy it immediately the first time, as he was unable to locate a tow dolly to fetch it home. Following their holidays, Ed again contacted the seller and haggled a lower price to compensate for driving down again with his own trailer. Persistence pays off!
- John Day now has the engine & transmission out of the spare TR3A. Soon the rest of the car will be stripped down. The back yard will look different without a car sitting behind the garage, I must admit!
- Shaun and Eileen Hennessy are now the proud owners of a Bugeye Sprite, purchased from Alex Bustard. They used to have one years ago, and Eileen never lost her feelings for one. It requires a bit of sorting, but that's part of the fun, right?

Classified:

- Drive the best one! A rare silver fuel-injected TR8 convertible with factory air-conditioning. One owner since new in 1981. All original, except cruise control. Stored all winters, 100,000 km in 18 years of regular use. New am/fm cassette; CB radio in glove box. New top & windows. \$10,800. Contact Bruce Young at (613) 264-0771 or by fax at (613) 264-8360.
- 1959 TR3A - a club member's car. Due to a busy life style, this car just sits and sits instead of being driven and driven - this is the reason for its sale. The car is in excellent condition and drives beautifully. Price : \$8,750.00 Firm - Firm. Along with the purchase comes a full array of desirable TR3A spare parts. Call :741-7943 (voice mail) or e-mail owner at: disipio_john@wsib.on.ca.
- CUSTOM CAR/ UTILITY TRIALER -- 19 foot deck X 6.7 foot wide, ST205/7SRIS tires, diamond plate runways w/ removeable plywood deck, 6 foot mesh ramps, steel sides

w/ stake pockets, 3500 lb. torsion axles w/ 4 wheel electric brakes, 2 5/16 coupler, break-away switch w/ battery; 6-D rings; back-up light; 2600 lb. hand winch w/ cable, front shroud w/shelf; tool box w/ lids; adjustable chocks. \$3200.00. Call Shaun at (613) 830-0121 anytime

- 1979 TR7 convertible. Red, 5 speed, good running condition. New top. No rust. \$4,900 or best offer. Bob Phung 851-6139
- 1960 TR3A. Same owner since 1971. Overdrive, wires, TR4 engine, good overall condition. Fibreglass skins. Asking \$6,500. Call Peter Wright at: 290-2816 (days), or 836-4463 (evgs).
- Two TR7 engines and a 4-speed transmission. Call Matt Taylor at 613-687-4894.

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The all-original TR3A of Eric & Nancy Goodwin (with John Day's TR6 lurking in the background).



A pristine TR4A with Surrey top, from Montreal.

Next Month:

- BBQ report - Mmm Mmm Good!
- The TR6 story – this time for sure!
- Roadster Factory, Kingston reports.
- More 'Oil Drips'.

Afters...

I have some space to fill, so here are a couple more Triumphs from the Richmond Show....

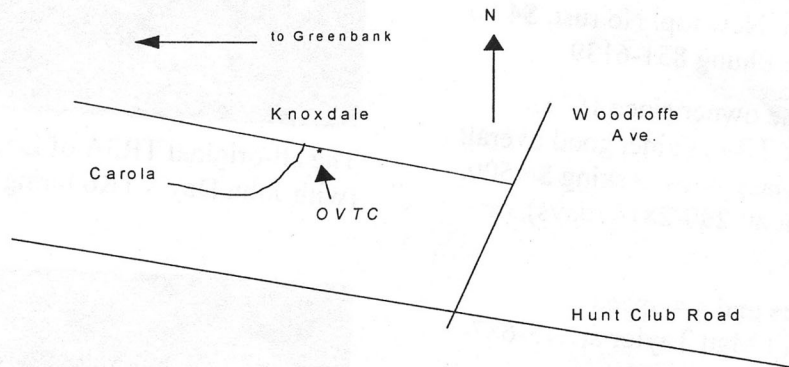


Another pristine TR4A, owned by Brian & Linda Thomas of Kingston.

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	Bob Thomas	David Huddleson	Gord Robertson	John Day 723-9876	Steve Bourne	253-0739
President /	Vice-President	Membership	Regalia	Editors	Events	
Treasurer	926-0842	822-1315	226-5033	Andrew Miller 591-3409	Jeff Patterson	839-2891
692-1880						



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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. **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)



OTTAWA VALLEY TRIUMPH CLUB
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