



VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

October, 1999

RAF Spitfire spotted at Bronte!



- *New Executive for OVTC taking shape.*
- *Reports on Stowe, Bronte, and VTR (part 2)*
- *Plus much more!!*

Cover: I got a kick out of this Spitfire at Bronte last month. With the camouflage paint & the accessories, here's an owner who really has fun with his/her Triumph!

NOTICE! The October and subsequent OVTC meetings have been moved from the 4th Monday to 4th Tuesday of each month. Next meeting is thus on the 26th, not the 25th! See you there!!

Message from the President:

At this time of year it is natural to think about putting our babies away for the winter. Sad, but necessary. Time to think about what changes we would like to make for next year to make next summer's driving season all that more pleasurable. My major concern, the exhaust system on the GT6, has been taken care of. Now it is just cosmetic stuff I have to think about, including a paint job one of these days. Maybe next spring....

As my year as President draws to a close, I would like to take this opportunity to thank my fellow executive members for their hard work and participation: John Day, Dave Huddleson, Gord Robertson, Bob Thomas, Jeff Patterson, and Steve Bourne. A big thank you goes to Alex and Karen Bustard for hosting our Spring Fling, Mike and Marjorie Graham for hosting our August barbeque, Brad and Lynne Pilla who extended their hospitality during Prescott Loyalist Days, and Steve and Carol Bourne who hosted our Christmas party. Finally, I would like to thank the various OVTC club members who volunteered their help at the Richmond show and who attended our club events. We couldn't have done it without you.

I would also like to thank the OVTC members for allowing me to serve as president for the past year. It has been an interesting and rewarding experience. I will continue to serve the club in any way that I can, and look forward to seeing the members

at our various meetings and events. And finally, a big thanks to Ed, for supporting me along the way (and working on the GT6!).

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September 27 OVTC Meeting (John Day):

September's meeting started on a tricky note. The key for the building wasn't in its usual place, and with a half hour to go, I had a mini-rally through Manordale until I found another person with the key. That aside, it was a perfect night for sports cars to come out, and that they did. Al Tierney even had his new E-type roadster out for its maiden appearance.

Some old members not seen in a few months returned for September, including Gary Lindsay, and also Ted Neilson, who said that as his son was now 7 months old, could get out of the house once again! Along with familiar faces that night was a prospective member and his son. I had received an e-mail from Louis Boucher of Aylmer, who had recently purchased a TR3A restoration project to do with his son. Louis had picked up his considerable collection of new & used parts and two bodyshells in an estate sale, at a very good price (and none of us had even heard of the sale!). Louis will be drawing on the knowledge of the club in future as the rebuild begins. For now, Louis just has to sort out & catalogue the parts he has in various boxes (possibly the biggest challenge of all).

We took a quick poll of those in attendance for any of the available jobs in the executive. More about that later. Other things for discussion that night were what members

would like to see most for next season. I suggested to Al Tierney that we try to build on the Tierney family rallies as club events, and Al was warm to the idea. We'll see what we can come up with for driving events for next season (after all, that's what our cars are for) and let you know as plans develop. Considering the number of new and potential members that have surfaced this year in particular, this is an important aspect of club activity that should be pursued.

One other item on the agenda was the issue of moving the meeting night to something other than Monday. I've heard that Mondays have interfered with other activities for members, such as cub scout meetings, curling, not to mention Vivien's teaching schedule. Our new President and Editor have also had past problems with Mondays, so this is in their interest to move the day as well. Having checked with the Community Association, we now have the fourth Tuesday nights of each month from here on (**one more reminder – see you on Oct 26th!**)

To conclude the evening, Brian Mills treated everyone to another of his amazing tech talks at the September meeting. The topic that night was the appropriate subject of cooling systems. As well as keeping the car running cool in summer, we have to consider how sound our systems are for winter protection (unless you have heated storage). As we've come to expect, Brian's talk was well-researched, enlightening, and frightening at the same time. I for one am going to flush the systems in both the cars before the cold weather really sets in!

OVTC Exec Elections for 1999-2000:

The main subject for the September meeting was the future steering of the club through the election of a new Exec for 1999-2000. Following the request for applicants from those in attendance at the September meeting, it first seemed that some of those currently in place would have to continue.

While the positions of Treasurer (Vivien), Membership (David) and Regalia (Gord) are willing to continue next season if no others are interested in the jobs, the duties of President, V.P. Editor and Events were unchallenged.

Since that time, I am pleased to say that we have potentially filled the positions of President and Editor. Mike Graham has agreed to take the helm for the coming year, while Andrew Miller will take the pen as editor. This leaves VP and Events at this time, so we can talk about this at the October meeting.

Bronte Creek British Car Day – J. Day:

Bronte Creek (or British Car Day as it is otherwise known as) has traditionally been the site of amazing varieties of British Cars assembled in a single location. For a one-day event, in Canada, within a decent drive of Ottawa, it has become a popular choice for various OVTC-ers to attend over the years. That, combined with its amazing ability to have good weather, is why we decided to go this year. Along with Lori & I were Paul & Kathy MacDonald, and Joe & Doreen Lashley in this year's convoy.

We started out Saturday morning, agreeing to take a long but peaceful meandering route north of Toronto to arrive at our accommodation that night. We had a motel reservation in Burlington for that night. This place is right on Lake Ontario, within sight of the beer store, 2 blocks from an Irish pub, and 10 minutes from the Park – what else do you need? I was trying to decide whether to take the TR3A or the TR6, since both cars had been running well all season long. The evening temperatures dictated that the all-round shelter of the TR6 won out. I'll have to get me some sidecurtains some day!

After a fine bacon&eggs brekkie at our usual greasy spoon on Sunday morning (also a routine part of the weekend), we set off for

Bronte. After the nearly 1,000 cars there in 1998, we were expecting that figure to be beat. I haven't heard the final figures for the day, but it easily exceeded that amount as the Triumphs alone were located where the vendors usually had been, and the vendors were in the perimeter area where nothing had been before. In the main area were British cars – amazing British cars! It's almost too much to take in in a single session to see that many (in fact, the Toronto Triumph Club is talking of expanding Bronte into a 2-day affair next year – that's more like it).

There's all sorts of British cars for viewing. Apart from Triumphs (our obvious first choice of course), there's a wide variety of marques represented. If you want to see or Aston Martin, or TVR, or even Hillman or Riley, you can find it there.

My favourites for the day were the D-type Jaguar, the 1965 427 Cobra (signed by Carroll Shelby), and a Sunbeam Imp just like the one a friend had back in high school! Like I said – it's all there at Bronte! There's also the eclectic ones, like our cover shot this month. Great fun! Plan now for Bronte 2000!

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Stowe – 9th British Invasion – Ed Kaye:

As it was to be the last car show event in the twentieth century for Vivien and myself, we were anxious to enjoy what "The British Invasion" had to offer. Also, this was the final frontier, so to speak, in that we had participated in every show in the continental northeast, except for Stowe. So, were we

hyped? I think so!

As is the norm at this time of year the weather can range from spectacular to miserable so we were a little apprehensive and booked well in advance at a "moderate" Inn. As the date approached we checked and double-checked the Weather Channel to see what we could expect. Who would ever think that us Ottawa Valley people would be tracking a hurricane in order to plan a trip; but not just any hurricane, potentially the hurricane of the century – Hurricane Floyd! Upon awakening on the Friday morning, on goes the TV to check conditions up and down the northeast corridor. Well, the storm was moving north and east as expected so instead of leaving bright and early, we planned to delay our departure until mid-morning so that we would arrive in Stowe on the heels of the storm sometime around three in the afternoon.

All loaded up with the TR4 in tow, off we went into brilliant sunshine. As we approached the 401 the clouds thickened; the further southeast we traveled the more the weather changed. Approaching the U.S. border a smattering of rain hit the windshield. What can you do?

As the miles fell behind us the rain and wind intensified. "Time for lunch, keep an eye out", I say to Viv. "Will do that", she says. I glance over to see the Benco's and the Hennessy's TR3's parked at a respectable looking diner in Rouses Point, N.Y. We were warned that the food was good but the service, slow. As it turns out they were the ONLY sports cars we saw until we arrived at Stowe. (Way-to-go guys!)

Instead of arriving at Stowe on the heels of the storm, we were ushering it in, the winds were intensifying, and the rain was tropical. The normally burbling brooks were wild rampaging torrents of water. Usually under these conditions I would at least have the top up on the TR4, however there was no

opportunity to stop. How good is a tonneau cover? Well, not very effective against that kind of weather. At least Viv and I were high and dry in the 4x4. Perhaps the best news of all when we arrived was that, yes, we had reservations and our room was dry.

The next morning was cool, but sunny and fresh. As we ate breakfast we started seeing sports cars and more sports cars driving by. The Invasion was on. My only concern was that the cars were all headed in the wrong direction. After we finished a huge feast of a breakfast we decided to follow the traffic up the notch and away from where the show was supposed to be held. In short order we came across banners and flags and obviously a destination for British cars. This was the parking lot for Mount Mansfield (twin to Stowe). It was level and the tarmac was dry. As it turned out the pasture where the show is normally held was, or had the potential to be a sea of mud, after the 8 inches of rain that had fallen the night before.

The organizers did a fantastic job of relocating the event due to this weather emergency. As a matter of fact, the general consensus was that the parking lot was far and away a better spot than the field. As first time participants we did not have opinions, as we had nothing to compare the location to. Into the show we went, parking, where else but with the Triumphs. All models were represented, from stock to modified. It was unusual to see only two or three "wedges" at a show of that magnitude, one of which was from our very own OVTC member Dave Huddleson. The Montreal Triumph Club was very well represented with, I'm sure, most of their members present. As a matter of fact Montreal had a huge representation there, from the Mini Club to the Jag Club and more. Of course being in the U.S. Northeast most of the participants were from the area, including Massachusetts, Pennsylvania, NY, Vermont, Maine, etc. We heard there were 760 cars present. And it was impressive: two

"C" type Jags, two AC Aces (forerunner to the Cobra), Turners, more MGA's and Healeys than I've ever seen in one spot. Plenty of real nice English machinery. There was also a healthy amount of vendors offering everything from rusty frames to stainless steel fasteners. Viv was lucky enough to find a real good deal on a Monza exhaust system for her GT6.

The next day, Sunday, was a wind down day with not too much in the way of events other than awards and so forth. We went on a blast up through the notch, fortunately with no one in front of us, sliding and screeching around the bluffs and boulders.

The trip was memorable. What made it more perfect was our passage through Canadian Customs (Viv and I usually get some kind of hassle for some unknown reason), in which the officer asked us to step out of the vehicle for inspection, even before I could mention the new exhaust system. Well he turned his back on the increasing line of traffic and we stood there for a good five minutes talking vintage sports cars. And then we were sent on our way. We'll go back to the "British Invasion" anytime!

TRF Summer Party '99 (Part 2) – John Tierney:

On Saturday there were the Funkhana and Autocross events during the day. Nick and I ran the Funkhana course a few times. For those who haven't participated in such an event, this is a timed event where you drive an obstacle course where your navigator has to perform pre-set tasks for example, dance a dance, and singing CCR's Proud Mary. Nick said the Funkhana was the most fun event.

We then went over to watch the Autocross. There were lots of cars running the course. It always amazes me to watch these people beat the hell out of their 30 and 40 year old pristine cars, but they sure have fun! The

autocross is always very enjoyable to watch, and even better to drive, unfortunately I didn't run it.

Saturday night is the Drive in Movie night and dinner event. It is quite a site to see, 400+ British cars at a Drive-in. Everyone was milling about, talking cars, and just enjoying a perfect summer evening. The dinner this year was a pig roast with beans and potato salad. It was quite good, always a challenge to feed that many people! We had eaten a late lunch, so we weren't too hungry and Nick was a little grossed out by the sight of the way the pigs were served.

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After the sun goes down, the movie starts. In the past they presented such classics as The Cannonball Run, and The Gumball Rally. These are perfect car movies, like you would see on Speedvision's Lost Drive-in, the kind of movie that should be played at a Drive-in. For some reason unknown to any one we talked to the movie was Shakespeare in Love! To add insult to injury they showed trailers for a whole bunch of movies that would have been more appropriate, like Corvette Summer and Young Frankenstein. Last year they played Chariots of Fire, I think someone at the Roadster Factory has taken the British theme just a little too far.

We left, (as many others did) when the movie started and had a really nice drive back to the campground. There is something very special about driving on a hot summer night with the top down. We stopped for a beer on the way back, but Nick managed to get us kicked out of the bar. Just ask him about it!

Sunday brought the Concours and rain over night. When we got up we decided to go out for breakfast to give the tents a chance to dry out before packing them up. So we packed up camp and headed in town for the Concours. It is held on the main street of Indiana, PA. A very picturesque little town noted as the birthplace of actor Jimmy Stewart. The street is closed and the cars are set up backed up to the curb in order of model.

The selection of gorgeous cars is mind boggling! Every marque is very well represented, Triumph, MG, Austin Healey, Bentley, Rolls Royce, Jaguar, Lotus, TVR, and even a Pininfarina bodied 1949 Nash. I didn't count all the cars but there had to be about 450 on display. People drive great distances to come to this event as well. We saw cars from California, Texas, and Nevada, truly a big event.

We had a long trip back ahead of us, so we couldn't stay for the awards at 3:00 PM. I don't have all the awards; I do however have the results for the TR8's thanks to Bill Sweeting. For coupes; First Place Woody Cooper, Second Place: Tim Greenlee, Third Place: Bill Sweeting. For Convertibles; First Place Dennis Wilfong, Second Place: Paul Edelstien, Third Place: John Tierney. Hey that's me! There were not as many Eights as last year (86) but still not bad at 23.

The trip back took us on the back roads of Pennsylvania through the Allegheny Mountains and up through New York State to Rochester a very nice drive indeed. I think we were all pretty exhausted from all the action and lack of sleep (tents aren't very sound proof, and you never know if your neighbors snore until it's too late). We arrived at Dennis' house and had a look at his collection of sports cars. Thanks very much for putting us up Dennis! Monday morning took us across upper New York State and over the Thousand Island Bridge back home.

All in all a great weekend. I would definitely recommend this event to anyone. A few things to keep in mind: It's expensive. Even going on the cheap as we did it cost about \$400 for the weekend. Although I hear the VTR in Portland, ME. was even more expensive. If you are going to camp, bring shade. This year I brought an old 12'x20' tarp and David brought some extra tent poles and we rigged up a canopy. The camping is on the field at the Factory and there are no trees, no shade. If you plan to Hotel it book early, months early. There are also perks like T-shirts and discounts for booking early into the show. We all had a good time saw old friends and made some new friends, highly recommended!



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Brian Mills' Millennium Project TR4A:

As most of you are now aware, Brian 'Doc' Mills has himself yet another TR for restoration. The difference with this one is that it is largely completed, and requires mostly reassembly for it to return to the roads. I had talked to Brian about using this as a series of 'tech nights' at his garage & basement, where OVTC-er's can help rebuild the car and learn about Triumphs in the process. Any interested volunteers should

give Brian a call at 825-1698, and he can better describe his timetable as to when things will be scheduled. Most likely activity will pick up in earnest in the spring.

A Funny Thing Happened...(by J. Day)

....on the road to Westport a couple weekends ago. Lori & I were in the TR3A, and were southbound on the main street of Perth to rejoin County Road 10, when ahead of us on both sides of the road were police lights! 'Must be some big accident' I thought. As we got a little closer, it wasn't an accident but a police check. A little early in the day for DWI (it was before noon), so I guessed it had to be seat belts.

The TR3A, being a '58, did not have them when new, and I have yet to install them. Given the casual amount of driving the car receives, I had been debating whether they were truly necessary; moreover, I wondered that in the event of an accident or rollover in that car, whether being thrown clear would be the best of several altogether unpleasant options.

All this aside, I wondered if I was going to get into some debate with the officer about why I didn't have belts on, or even present. As it was, there was no problem. When we were told of the spot belt inspection, I merely said the car didn't come with them in 1958, and was told that was fine and we were on our way again. I'll consider belts over the off-season anyway.

Oil Drips – the OVTC Gossip Column:

- There's some good TR reading on the newsstands this month. 'Practical Classics' is doing a feature on a TR4 rebuild at top dollar prices in England. What is amazing is the price paid for the 'donor' car – 4,700 UKP! That alone made me take a look at this article! Next is a very nice TR5 article in 'Classic and Sports Car'. Very nice snaps also.

- I heard that a TR3A pedal car, similar to the one I described in a recent issue, had been purchased recently at the big Hershey car meet in Pennsylvania. Given that it's estimated there are only a handful left in existence, you don't expect too see that to often!
- Andrew Miller may be adding to the fleet, in the form of a Fiat Spider project car! Can a Fiat newsletter be far off? 😊
- Keep in mind the proposed date for the OVTC Christmas Party – December 12, at a location to be decided. Other details to follow.

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Next Month:

- New Exec for OVTC – stay tuned!
- More 'Oil Drips'.

More Pictures. (from Bronte)

The following are courtesy of Paul MacDonald:



Paul & Kathy's TR8 at the Motel



A nice TR7 coupe (dark brown – that's why!)



A TR7V8 with all the goodies!