



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

February, 2000



**The 'Doctor' and Mrs. Mills,
as the 'Doc' receives a LIFE Member award**

- ***Ed's Excellent Adventure***
- ***There really is a Santa Claus***
- ***Plus much more!!***

Send Newsletter submissions to: OVTC, c/o 8 Pentland Crescent, Kanata, Ontario K2K 1V5

Ovtc@home.com

Web Site: currently under construction

Cover: description of cover

OVTC are the 4th Tuesday of each month. See map on last page.

Message from the President:(Mike Graham) 2
 How to Tell Where a Driver is from 2
 Report from Last Meeting 3
 Calendar of events 4
 Web Sites 5
 OVTC Web Site 5
 Club Membership Updates..... 5
 Email 5
 The Richmond Show (reminder)..... 5
 New Canadian Car Magazine..... 5
 Ed’s Excellent Adventure..... 6
 The Great Hunt..... 8
 Next Month: 9
 Oil Drips – the OVTC Gossip Column: 9
 Pool & Pizza..... 9
 Advertisements..... 10
 Classified:..... 10
 Contact 11

Message from the President:(Mike Graham)
Brian Mills Honoured

Our regular meeting in January was a treat for all who were able to attend. Brian Mills gave another of his clear and interested presentations. This time the subject was transmissions and he did an excellent job of explaining how these beasts work, some of the problems that can arise when you are forced to take a transmission apart, the special tools he has developed over the years to make the task a little easier, and the points to check when you are refurbishing a transmission. He certainly deserves the nickname "Doc".

However, the highlight of the evening for everyone was the presentation of a Life Membership to Brian "in recognition of his outstanding service, dedication, and contribution to the Ottawa Valley Triumph Club" (details and pictures elsewhere). In the short time I have

been in the club, Brian has helped me with several problems with my own TR6, make several presentations at our regular meetings, helped many other club members with a variety of problems, and been a regular along with wife Pat at club events. Brian was one of the founding members of our club and it is clear that he continues to make it a success.

It was a real privilege and honour for me to be able to make the presentation. The heartfelt applause along with the comments that were made both publicly and privately reinforced just how deserving Brian was of this award. Thanks to everyone who made this evening a success and a surprise to both Brian and Pat.

Our February meeting will not be at the club house. We have arranged to visit the garage of Robin Fredette (see map elsewhere in the newsletter), who will provide us with a tour of his facility and explain some of the intricacies related to the surgery that is quite often required to repair the cancer that can afflict the bodies and frames of our cars. Should prove to be an interesting evening, especially if you are in the midst of, or contemplating, a restoration.

Look forward to seeing you on 22 February.

Mike

How to Tell Where a Driver is from

1. One hand on wheel, one hand on horn: Montreal
2. One hand on wheel, one finger out window: Toronto
3. One hand on wheel, one finger out window, cutting across all lanes of traffic: Ottawa
4. One hand on wheel, one hand on newspaper, foot solidly on accelerator: Boston
5. One hand on wheel, one hand on nonfat double decaf cappuccino, cradling cell phone, brick on accelerator, gun on lap: Los Angeles
6. Both hands on wheel, eyes shut, both feet on brake, quivering in terror: Saskatoon, but driving in Toronto

7. Both hands in air, gesturing, both feet on accelerator, head turned to talk to someone in the back seat: Quebec
8. One hand on 12 oz. double shot latte, one knee on wheel, cradling cell phone, foot on brake, mind on radio game, banging head on steering wheel while stuck in traffic: Vancouver
9. One hand on wheel, one hand on hunting rifle, alternating between both feet being on the brake and both feet on the accelerator, throwing McDonalds bag out the window: Red Deer
10. Four wheel drive pick-up truck, shotgun mounted in rear window, beer cans on the floor, raccoon tails attached to the antenna: Prince George
11. Two hands gripping wheel, blue hair barely visible above windshield, driving 40 km on Hwy 1 in the left lane with the left blinker on: Victoria

Report from Last Meeting

(John Day – certainly not retired)

A sizable crowd was on hand for the January meeting. Despite the cold weather, it showed our enthusiasm (and perhaps our yearning for warmer weather). Mike Graham officiated over his first regular meeting since becoming president last fall; his travelling and the Christmas party prevented an earlier appearance (timing is everything, eh Mike?). We came to order, and the meeting was underway. There were some new faces on hand, so Mike asked our visitors to introduce themselves. First was Tom Clarke, who is the owner of a GT6 Mk III. Tom's brother e-mailed John Day to obtain information on the club (the 'Wheels' section of the Citizen pays dividends again) just a couple days before, so Tom was able to arrive that evening. Also there that evening were Peter & Judy Jeffrey, recently relocated to Ottawa from Calgary with their TR4A (in the midst of a rebuild). I'm pleased to say that Tom joined that night, and Peter & Judy will be joining shortly. Welcome everyone! Mike then discussed the Executive meeting held on January 8, the topics of which will follow below. The Exec is planning the upcoming season, and there will be plenty of events and activities in

store for one and all this year. Certainly the number one event for the Club is the hosting of the annual Sporting & Classic show each June. It's never too early to be thinking about events, to ensure success. Mike wish to mention that unfortunately (for the club, at least), Ed Kaye will have to step down as co-Social officer for the club. Ed will be working at nearby Hurst Marina as a boat salesman (John Day said Ed will be 'Boating to work, and working to boat!'). This will include some weekend work, so it will be difficult for Ed to think of arranging car activities. If anyone would be willing to replace Ed to work with Bob Thomas and the Exec on Social, please contact Mike. Another item from the Exec meeting, and as announced in the January newsletter, is the birth of the Club Webpage on the Internet. Thanks to Andrew Miller, the OVTC will be having a voice on the Web. All members (which is more than half our total) who have Internet capability are encouraged to suggest to Andrew or the Exec members what they would like to see on the page (photos, features, links, etc). It has already been mentioned that there aren't any brown TR6 pictures available! Or 2-tone TR3A's, red Spitfires or even Heralds, for that matter (this is an oversight, surely?). Mike announced that the evening's speaker would be Brian Mills, who would be doing another of his famous tech seminars, this time on the intricacies of the TR6 transmission. Rob Christopher is currently going through a rebuild of his gearbox and overdrive, but Brian brought along his own components, not wishing to risk damage to Rob's pieces. Future monthly topics, guest speakers, and so on were then discussed. The plan is that the subject will be provided in the preceding newsletter: people are then encouraged to come out if they know what will be going on. This is already bearing fruit, as the February meeting has been determined (see below). Next, Mike talked about the All-Clubs meeting held on January 13 at the Museum of Science & Technology. The idea of this meeting is that all club representatives coordinate their activities, share event dates and to avoid possible conflicts in schedules. A full list of all dates & activities should be made available to us shortly, and key dates will be flagged in the newsletter as the season progresses. One further item that was discussed

at the meeting was regarding a videotape John Day had received from Don Elliott of Montreal. As some of you know, Don is the former Ambassador-At-Large of the Toronto Triumph Club, and a lifelong TR enthusiast (an original owner of a 1958 TR3A). Don travels to England frequently with his consultant work, and is closely associated with the TR Register in England. Don & the Register are looking to build a Triumph memorial in Coventry at the location of the former Triumph factory, now sadly torn down. In fact, the area now closely resembles something like Colonnade Road in Nepean, with lots of small industrial malls. Some traces of the former works do remain (one street is named "Herald Avenue"), but not enough for the Register. With the video and a newspaper clipping, Don was seeking financial support from other TR clubs in this venture. The Executive had wished this raised at the meeting, and it was strongly supported by those in attendance that the TR Register receive \$50 from the OVTC towards the 6,000 UKP price of the memorial (which will consist of two Triumph Shields about 5 feet high). Don is looking to produce more videos of English TR events and activities in the near future for this cause, and we will likely respond in kind. With all the business stuff out of the way, Mike turned the floor over to Brian Mills, who had brought along boxes of spare transmission bits he 'happened' to have at home. Brian went through the basics of tranny operation, from the nucleus of the four shafts (input, output, countershaft and reverse) to the principles of gear selectors, synchro rings, and straight-cut vs bevel-cut teeth. Brian said that the transmission in triumphs are usually pretty durable, but one sign of trouble is to note the colour and particularly the smell of the gear oil. One should also be wary of bits of metal, both large and small, steel and brass, that come out of the drain plug. Brian demonstrated the operation of the gear selector and the big brass forks, how they mate up with the selectors. By the end, we were all pretty confident we could rebuild our own transmissions ourselves (or at least have Brian on hand as we did so). Another fine presentation by 'the Doctor'. At the end of the presentation, Mike thanked Brian for the talk that evening, and for all the talks the past. Brian replied that he liked doing the talks, and that he

has enjoyed doing so from time to time over the years. That was exactly the lead-in Mike was looking for, because at the Exec it was decided to make Brian & Pat Mills life members in the OVTC, for their years of service! Brian & Pat were amongst the original group of members when the OVTC re-formed in 1989; throughout the years, despite not having a running TR to drive themselves (Brian was often too busy fixing & restoring other people's vehicles in the garage), they have been regular attendees at the meetings and events. In her own right, Pat served the club for years as Regalia chair, and started the 'suitcase' inventory method now used by Gord Robertson. This is truly a 'family' award. Congratulations!! The evening concluded, people 'kicked tires', so to speak, for a few more minutes before Lori Day flicked the lights, as if to say "Don't you people have homes?" She's so subtle, is Lori!

Calendar of events

February	22 – meeting at Robin Fredette's (see details later in newsletter)
March	28 – meeting at clubhouse
April	2 – Dart Tournament at Le Skcratch 21-23 The Gathering, by Triumph Club of the Carolinas, Winston N.C. 25 – meeting at clubhouse
May	23 – meeting at clubhouse 27 th – La Gala International, Montréal – details later in this newsletter
June	4- <i>Byward Market Auto Classic 2000</i> 25 – Richmond Show 27 – meeting at clubhouse
July	25 – meeting at clubhouse
August	11-13 TRF Summer Party , PA 22 – meeting at clubhouse
September	26 – meeting at clubhouse
October	24 – meeting at clubhouse
November	28 – meeting at clubhouse
December	TBA – Christmas Party

Web Sites

New web sites this month include
Boot'n'Bonnet (Kingston Area)
<http://www.bootnbonnet.org>

For Spitfires
<http://www.tiumphspitfires.com>

OVTC Web Site

http://www.geocities.com/ovtc_2000

Club Membership Updates

The December 1999 issue contained the 1999 membership list. Please review the list and forward any changes/additions etc. to David Huddleson. Telephone and emails are listed on the back page.

Additional copies of the membership list may be obtained by emailing the newsletter editor at OVTC@home.com

Email

If you would like to receive your newsletter via email (the photos are in colour !) please contact Andrew Miller.

Email address for the Executive and the club itself are listed on the last page

Regalia

We are always looking for suggestions for new regalia items ... so if you have any ideas please let us know.

See Gord Robertson (the guy with the blue suit case) at the monthly meetings.

ITEM	PRICE
Club licence plate frames	\$4
OVTC crest lapel pins	\$4
OVTC crest patches 3"	\$4
T-shirts – S&C auto show	\$5
T-shirt – 25 years of TR Register	\$20
Baseball hats – new style	\$8
Baseball hats – OVTC crest	\$8

The Richmond Show (reminder)

The OVTC proudly presents the 11th Annual Sporting and Classic Show at

Where: Richmond Fairgrounds

When: Sunday, June 25th 2000 10:00-3:00

Park your sports car in the corral for show, shine or sale. Meet local club members and see their best cars on display. Vote for the Participants Choice Award. Free dash plaques to the first 100 cars. Vendor area with parts, restoration services, books, art, models, regalia, specialty car sales, BBQ...

We will be looking for volunteers. Please talk to Ed Kaye or Bob Thomas.

New Canadian Car Magazine

(Shannon Lee Mannion)

The Capital Corvette Club received an interesting promotional package from a new Canadian car magazine, called CANADIAN CLASSICS. In case this didn't get to everyone, I would like to pass on the core information. The magazine covers all brands and is nicely produced. The special offer to clubs is for a six month subscription (for the club) at \$31.78 (all taxes incl). They accept Visa and Mastercard as well as cheques. You can check them out at their web site: [Http://www.canadianclassimag.com](http://www.canadianclassimag.com)

Ed's Excellent Adventure

(by Travel Reporter Ed Kaye)

Is there a better way to enjoy winter in Ottawa than to fly south and check out many, many automobiles? I think not!

I'm fortunate in that my brother lives in Phoenix, Arizona, the self proclaimed automotive capital of the U.S. I'm also fortunate that he also is a car nut, mostly American because that is what he is exposed to, although he does appreciate anything with wheels. He owns two sixties Cadillac's, a '66 Chevy pick-up, a '73 Blazer, a '78 Datsun, two Volvo Coupes as well as an all original (including paint) 1953 Harley Davidson FL, mostly original 54 Harley, a 1988 Harley Police Special and finally a 1985 BMW 1000cc bike. WHEW, and I thought Viv and I were excessive.

As you all know January is the time of year in Phoenix for classic automobile auctions such as the Barrett-Jackson auction. This particular auction is the best of the best with million dollar cars for sale. What it has done is brought buyers and sellers from all over the U.S. and in fact from around the world. This industry is flourishing with no less than thousands of cars for sale at numerous auctions in the Phoenix / Scottsdale area. Over the eight days I was there I saw most of them. Truly an awesome experience.

Of course the types of cars varied, from exotics, to classic English and Italian, American muscle cars, hot rods, trucks, restored and un-restored. What was common to all was that the cars were all from rust free states, and all were very desirable. What surprised me as well was the prices that they sold for; from what I saw there were some excellent buys going on. This is due to the large number of cars and perhaps the limited number of buyers. Just a couple of examples: a real nice 1971 MGB somewhat restored with 35K miles, didn't need anything to fix up – sold for \$1800., a 1981 Fiat 124 Sport, real clean - \$2200., 1970 Dodge Charger (hemi) - \$12,000., 1948 restored Jeep Jeepster for only \$7500 (I had to keep my arm down on that one-wow.), a 1973 Pantera with only 30,000 miles for \$26,000. There was a 1961 Maserati Tipo

“Birdcage” racer for auction as well as several real nice Lotus, Lamborghinis, Ferraris. And on and on goes the list, very interesting and exciting to take part in. Yes there was a couple of Triumphs, a Spitfire (1969) and a TR4A which I



refused to partake in. I knew the bids would be low, low, low; most bidders were after American and exotic, but how would I get them home? Yes, you're right, my brother does have room for one more car - maybe next year!

Besides the auctions there are other automotive sights such as “cruise-nights” which actually take place during the afternoon on weekends. We attended the largest one in the area, which is sponsored by a McDonald's. I estimated six hundred cars and a couple of hundred motorcycles. Again the cars were 90% American, there had to be fifty Vettes, thirty T-birds, a dozen Woodys, even a red, white and blue



American Motors Matador, race ready for the oval. A lot of these cars were for sale; definitely a buyers market.

The highlight of the trip was a road rally sponsored by Barrett-Jackson which included some of the cars up for bid. We got there early to get up close and check out all the fine machinery before they left for Las Vegas. Veteran racing



champion Phil Hill was there to lead off in a valuable (\$3.4 million reserve-U.S. dollars) 1933 Alfa Romeo 8C2600 Monza Racer. Unfortunately for him it was not quite “turn-

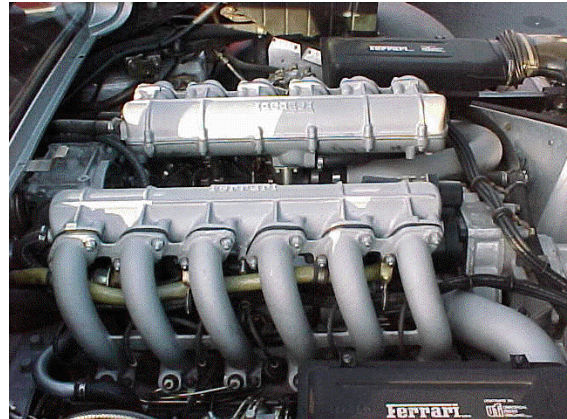


key”. While we were standing right there with him, up came the bonnet and out came the tools, a fuel delivery problem we ascertained



somewhere near the supercharger. He is still pretty sharp, he was able to diagnose and repair the problem in short order. This highly technical car is the car that served as the potent weapon in Scuderia Ferrari’s transition from independent to official Alfa factory team.

Some of the other cars lined up were a Porsche Abarth, a sixties Carrera GTS Lemans Racer (only one known to exist), a number, yes number of Mercedes 300SL’s, an original Mercedes 300SL Rally coupe (unrestored with full race prep.), many, many Ferrari’s from the fifties right up to a modern “F” type , early Bugatti open wheel racers, and Lotus and Jaguar were well represented including an XK SS. There were a dozen Duesenburgs, couple of Delahayes and Bugattis, one-offs of two very different looking Packards with Pininfarina bodys. My favorite



had to be a 1957 BMW 507 that looked like it just came out of the box.

All in all it was a memorable trip. Cars are a huge part of life down there, very unlike what I



experience here in Canada. Perhaps it is because they just don’t rust away. When they get old and

broken people put them in their garage or beside the house, and at some point someone takes renewed interest and they are restored. I'm sure that there is at least one junker per house that I saw in my travels. We can't do that here!

I contacted the local Triumph Club there and we chatted for a while on the phone. There were no organized events for the club while I was there but I did have an interesting conversation. A couple of items of interest: although they don't get any snow in Arizona they do get the heat in the summer, even too hot for English sports cars. Most members in the club of one hundred members garage their cars for the summer months. 110 to 120 degrees "F" is just too hot! Besides the overheating problems (mechanical and personal), the rubber seals, bushings, etc. prematurely age, as do dashpads, convertible tops and such. I inquired as to the whereabouts of any junkyards or parts stores that specialized in English cars so that I could go poke around, as would any car guy love to do. I was told that about four years ago a Japanese fellow arrived in town, advertised his interest in purchasing anything English, in whole and in part, then held meetings and basically bought up everything in town, including a British parts specialist. They now have what we have, Moss, Victoria and the like. However, I am envious, nothing like cruising around with the top down in eighty-degree heat – in January!

When travelling I always have a list of something (more like some things) that I need to purchase for my Triumph, as some items are just too expensive here in Ottawa, or too hard to get. I shared this with my brother and off we went to one of his automobile buddy's shop. But how do I get it home? You got the GT6 leaf spring back from Vegas, the four Panasport wheels out of New York, the five foot long sections of chrome trim from L.A., why not a TR4 windshield from Phoenix, he responded? Right, after all it was one quarter the price of one back home. We picked it up and transported it back to his house. When taking it out of the backseat I must of ticked it against something. Damn...a quarter inch long crack appeared in the corner. What to do? Well I called the shop, explained the situation, they checked with their supplier, who said they would

replace it under warranty. Problem was it was in New Mexico and it would take a couple of days, which I didn't have. Anyway, to make a long story short I did manage to make it home with a new one, and all in one piece. Customs officials didn't even bat an eye when I told them what was all wrapped up. I had expected some sort of hassle. If anybody needs a case to transport windshields you know whom to call.

Oh, and the golfing... Ed



The Great Hunt

(Isobel Holbeche)

The *great hunt* started sometime in October, when I was thinking of a Christmas gift for Derek. No, I couldn't afford carpets or a new paint job for the herald. However, I did remember back to a particularly nasty wet day, at the British car day held in Kingston. Derek remarking, how much he liked the golf umbrellas with the car club logo on them. I remembered, seeing umbrellas being advertised in a ragtop magazine. After patiently looking through a stack of them that were sitting in the living room. Eureka! I found the one I was looking for and to avert any suspicions, I placed it back into the pile, to look at it again later. Then one day I came home from work, to find all of his car magazines had mysteriously disappeared, on inquiring where they had been moved to, I was informed they had been taken upstairs and placed into boxes. Oh goody, goody.

not to be deterred I started my quest with the help of good friends namely Pat, Brian and Gord. Between them they were able to give me numerous phone numbers of their sources. After many dead ends, I spoke to a wonderful woman named Kim Chevalier of k & d enterprises. Who informed me, there would be no umbrellas available until springtime. But not to worry, as she did have lots of other interesting things with logos on them. By this time, Christmas was fast approaching but I was assured that it would be delivered on time. So I placed my order and requested it be sent to my place of work. The last day of work before we closed for the holidays arrived, and I had not received my parcel yet. I would just have to resign myself that Derek and Craig would have to wait until after Christmas for this particular gift.

On Christmas Eve I was busy working in the house, when Derek received a phone call and came into the room looking very perplexed saying there was someone from CANPAR trying to deliver a parcel at Albany, did I know anything about it? As Albany was closed and my name was on the parcel. The wonderful man looked up my home telephone number and called me, to ask if he could bring the parcel around, as he thought it may have something to do with Christmas.

with tears of happiness running down my face, I accepted and signed for the parcel, hugging him, I told him he was indeed Santa.

So the next time you see my husband or son, they should be wearing their shirts with the **TRIUMPH logo, of course.**

Next Month:

- More 'Oil Drips'.

Oil Drips – the OVTC Gossip Column:

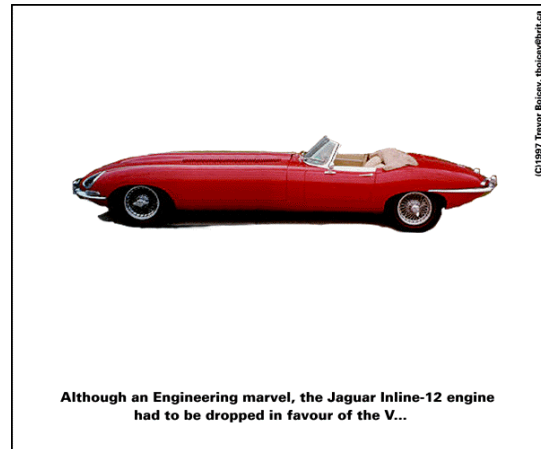
Rumour has it that a certain editor is following the lead of a certain other former editor born in Northern England in negotiating to add to his fleet. In this case a 1970 BRG E-type. (Ed, Do you have any tips on getting the family to buy in to the business case?)

What no gossip?

Well let's see what we can do with this invitation from the Ottawa VW club.

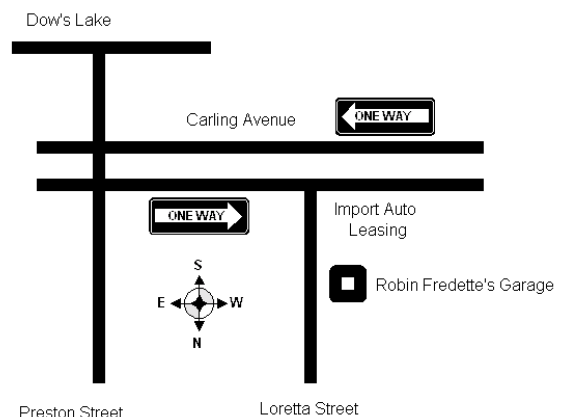
Pool & Pizza

Sat. February 26th, 2:00pm at SLick's on Bank St. pizza will be served around 5ish. Pizza Hut will deliver to our table. Pass the word at your meetings, trying something new
Micheline



More humour from Trevor Boicey,
<http://www.brit.ca/~tboicey>







The February 22 meeting will be held at the garage of Robin Fredette [restoration surgeon]



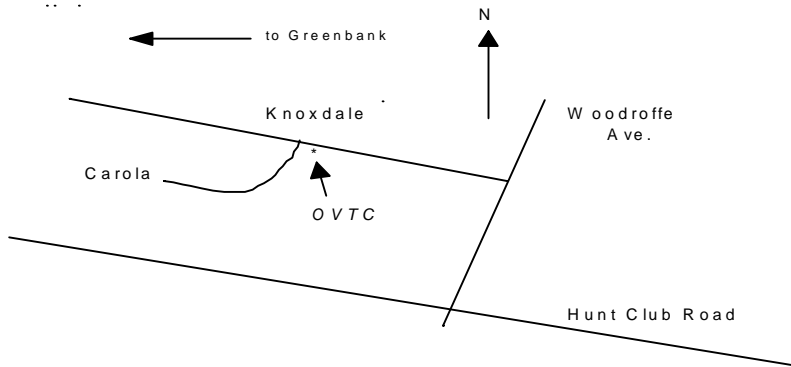
Note: you must be heading West on Carling, otherwise you cannot turn onto Loretta

(see Map above, please note NORTH is to bottom of the map)

Advertisements

<p>Bytown British</p> <p>1003 Cummings Avenue Ottawa K1J 7S2 (613) 744-4900</p>  <p>Ned Loughrey <i>We'll keep your sports car on the road!</i></p>	<p>156 DUNCAN MILL ROAD, STE. 6 DON MILLS, ONTARIO M3B 3N2</p> <p>BUS (416) 447-5101 FAX (416) 447-4404 1-800-451-4009</p> <p>R.A. (TONY) LANT PRESIDENT</p> <p><i>Lant & Co.</i> <i>Insurance Brokers Ltd.</i></p>   <p>SILVER WHEEL PLAN</p>
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The Ottawa Valley Triumph Club is comprised of approximately 65 members. The Club meets at 7:30p.m. on the fourth Tuesday 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.



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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