



# VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

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**October,**



- **Report from Bronté**
  - **Report from Stowe**
    - ...

**2000**

Cover: *Yeah Baby, A real Swinger from Bronté*

**NOTICE! OVTC meetings have been moved from the 4<sup>th</sup> Monday to 4<sup>th</sup> Tuesday of each month. See map on last page.**

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**Message from the past President:(Mike Graham)**

*More about that Past piece later.*

Construction Underway  
Mike Graham

At long last, the clubhouse is being demolished. Now I guess the bets should be placed on just when the renovations will be completed. In any case, since we won't have a clubhouse for the next meeting, we will be holding the next regular meeting at the Grill Man at the corner of Colonnade Road and Prince of Wales. Guest speaker is a surprise (in other words, we're still working on it!), but is sure to be interesting and informative.

Now that the weather has started to cooperate by providing some Indian Summer type weather, my car has decided that it was in need of more tender love and care ... or was it just wanting to mark its territory in the garage? On the way home from the last regular meeting, I started to lose the clutch (along with my dash and tail lights) and a later inspection noted a distinct lack of fluid in the clutch hydraulic system. Decided it was best to rebuild both the master and slave cylinders on the assumption that if the slave was leaking the master was sure to be close behind. Parts are due in this week, and I hope to be back in business by the coming weekend. Look for the

new and improved version at the next meeting.

Thanks to everyone who chipped in with comments and stories at the last meeting about their experiences at recent Triumph events. Certainly makes one think that a trip a little further afield might be worthwhile next summer. Thanks too to Bob Thomas for providing the "Triumph Spotters" video and to Ed and Viv for the use of the TV-VCR combination.

I am pleased to report that most of the executive positions have been covered for the coming year. We had a joint meeting of the outgoing and incoming executive last week and I am confident that the club is in very good hands for the coming year. Thanks very much to everyone who has contributed to the club as a member of the executive over the past year. Your dedication and hard work have made my job very easy and rewarding. One last note. We are still seeking someone to stand for the position of President. Please step forward and help us fill the void. It is fun and not a great commitment of your time.

See you at the Grill Man on the 24 th.

Cheers, Mike

The Grillman is located at the East end of Colonnade road in Nepean, directly at the point where Colonnade Road meets Highway 16. Apoprox 500m south of where Fisher Avenue meets Highway 16.

**Calendar of events**

October	24 – meeting at The Grillman
November	28 – meeting at Castrol – 1515 St. Laurent Blvd. - tentative
December	December 3 <sup>rd</sup> – Le Skratch – 2:00 to 5:00- confirmed!

**New Executive**

At the September meeting we made a few changes to the executive. David Huddleson (Membership), Gord Robertson (Regalia), Mike Graham (President), John Day (Vice President) and Andrew Miller(Editor) all stepped down.

John promptly stepped into the role of co-editor along with Andrew Miller (not really sure on the concept of stepping down) and Louis Boucher. Expect to see a more TR3 slant to future newsletters.

Stéphane St. Amant stepped into the VP slot and brought up a number of good suggestions at the recent exec meeting. Rolly Mailloux stepped into Regalia and is now officially known as the “guy with the blue suitcase”.

Vivien stepped up her involvement and accepted the additional responsibilities of membership.

Mike is now officially the Past-President – if you would like to volunteer for the position of President please contact Mike directly.

**Winter Storage**

Steve Bourne offered winter storage up at his place for \$300 for the season in a dry barn. He is also able to offer trailer based pickup – contact Steve Bourne directly for details. <mailto:carolb@nortext.com>

**Summer Shows**

Elsewhere in this newsletter you’ll find some excellent articles contributed by Paul MacDonald and Paul Williams. At the last meeting we had a couple of verbal reports from Bob Thomas, John Day and Paul. Watkins Glen was described as sensory overload, Stowe was described as Mud meets cows meets Land Rovers meets Royalty (ask Paul & David about the Duke and Duchess of the other Gloucester) Bronté featured over 100 TR6’s and a slew of vendors.

Unfortunately, this season is coming to a close but based on the verbal reports and the articles later in this newsletter I’ll be considering one or more for next year.

**Regalia**

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

See *Rolly Mailloux* (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

**On the Web**

Spotted by Mike Graham

The Totally Triumph Garage is building a world community for Triumph enthusiasts and we're looking for contributors to share their favorite restoration, tune, modification or repair techniques in a our newly-created online "how-to" clinic message area. This area is marque-specific and you >are cordially invited to use this venue to show newer Triumph enthusiasts, how it's done.

<http://www.ohms.com/cgi-bin/dcforum/dcboard.cgi?conf=DCConfid7>

Contributors may even upload photos to the site for illustrative purposes, >even if you don't have your own website to link the graphics from! This could turn into a marvelous resource for all Triumph enthusiasts, but your help is needed in order for the concept to become reality. Thanks in advance.

Best wishes,  
Jeff in San Diego

**Technical Articles for upcoming newsletters**

Stéphane St-Amant offered up the following suggestion at the last exec meeting. Why not match up folks who need technical assistance with the ‘experts’ and document the whole procedure for a future newsletter or web site. Stéphane will need to dive into a carb rebuild this winter and

would welcome some technical mentoring, several of us have digital cameras.

Between the guys with technical expertise, the guys that have more enthusiasm than expertise and the guys who can photograph and write we have the makings of some really useful technical pieces.

Please mail your suggestions for future tech articles to [ovtc@home.com](mailto:ovtc@home.com) and we'll try to line up the mentors with the folks who need the work done and the scribes.

**Classified:**

1981TR7 convertible, black with tan check interior, will pass safety, good condition, requires top and some body work, interior okay, 5 speed 125,000 Km , asking \$2000  
Phone (613) 244-3626 or e-mail [mdelisle@firstair.ca](mailto:mdelisle@firstair.ca)

For Sale 1975 Triumph TR6, only 58,000 miles. Michelin red-line tires, luggage rack, rollbar, new front brakes, rear springs,, rebuilt carbs. White with tan interior was certified in July/97. \$6,500 Lonny Macpherson 228-8854

**Bronte British Car Day**

(Paul MacDonald)

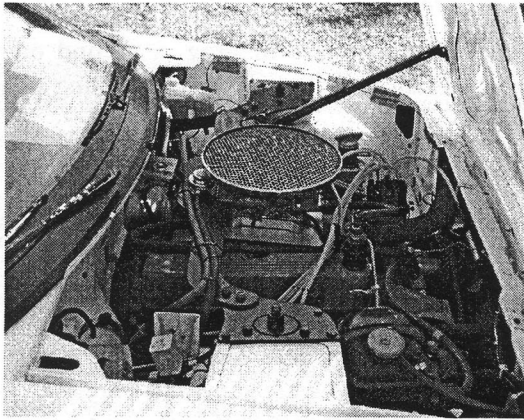
It didn't look good on Friday for the car show, although "they say" that it never rains at the Bronte Show. Given the weather this summer and the fact that the supposed "Rain God" was planning to attend made it even more iffy. But, I was determined to go even if the forecast called for snow! Even if someone had nearly totalled my TR8 and we would be making the trip in the van.

Kathy and I headed out at 5:00 AM Sunday morning -- light rain -- of course. As we got about half way things started looking better and it turned out to be a spectacular day. So much for listening to the weatherman.



Got to the Show at 10:00 -- perfect timing -- made a quick round of the Vendors before all the 'good stuff' disappeared. There was a good collection of vendors maybe 25-30 with a fair selection of old parts and new. didn't find anything on my list or anything that I couldn't live without (unusual!!). Oh well next a sweep of the Wedges to see if there were any new cars

Saw Bill Sweeting, treasurer of the TR8CCA -- he had his gold TR8 Convert -- usually has the white coupe. He told me that he hadn't even washed this car since 1998 and that he just filled the tank the day before and hopped in it.



There was another interesting car -- an 8 coupe that was prepped for > racing -- slaloms I think

We decided to check out the rest of the field -- it is almost overwhelming there are just so many cars that you can't see them all. For instance there had to be at least 50 TR6's -- more MGBs there was a special display for Stags -- 30th anniversary -- there were about 15 of them! I took about 50 digital pics including

MGBGTV8 (factory), Marcos Manta(must be 15 feet long), Austin Atlantic Convert (aluminium body),minis lotus7s, tons of Jags about 10 MGBV8s, even a Bond Bug. But here is one that



you have to see to believe -- apparently this guy is from England and bought this rig here , is touring around, and will be shipping the whole thing back when he returns.



I even managed to meet up with an old friend from University I hadn't seen in 25 years -- he



has a MG TC an MGA coupe and a Twin Cam that was prepped to Sebring specs by the factory.

Overall an excellent event, day and trip-- only downside is that it is always the same weekend as Stowe.

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## The British Invasion of Stowe: Roving Report

Paul Williams

The tenth annual British Invasion of Stowe, Vermont, was held September 15-17, and attracted 609 cars. An informal count showed MGs to be the most numerous marque, and Triumphs were also well represented. However, Land Rovers must have made up a quarter of the field. If you're a mudder you surely think that Stowe is the bees knees, having seen wet weather three out of the last four years. Each year more Landies arrive, as the Vermont location solidifies its unfortunate reputation as a great place to get mucky.

The OVTC was represented by several members. Kenn Feigelman drove down from Kingston in his TR7, and Dave Huddleson and Paul Williams headed out on Friday in their TR8s. Dave was accompanied by daughter Vanessa, while wife Lynda and other daughter Victoria rode shotgun in the Toyota. The cars started out looking quite shiny, but after an hour on the road all hopes of maintaining a clean machine were dashed. It was pouring rain, windy and cold. Highway 138, part of our route, was torn up. At one point they had



just laid about six inches of stones, sand and slop, and they hadn't even rolled it. The drenched flagman gleefully waved us on and we plowed crab-like through this mess for over a kilometer. Felt like we were running the Camel Trophy.

The rest of the journey was uneventful, and even though the weather was the pits, we were optimistic. At Stowe they usually throw a nice reception and this year was no exception. A big

tent with an endless supply of roast beef, chicken wings, salads, breads and snacks. A complimentary glass of grog, a second one for good measure, and everyone was feeling in good spirits.

Show day is Saturday. After a night of rain the morning was at least dry. After washing the mud off the cars you made your way down to the fairgrounds where the car show and *concours* was located. The road in was a mudbath, the fields were spongy and wet, but things were well-organized and we were shown to our area. After that, an hour-and-a-half of car cleaning. Fortunately I carry a portable detailing shop in my trunk and was able to select from a vast array of lotions, potions, unguents, polishes, compounds, waxes, sprays, spritzes and mists. For a while there the car smelled like the cosmetic section at Sears. Strange, we used to get by with a combination of Turtle Wax and Elbow Grease.

All morning the sky was gray and looked ominous, but the rains didn't come, and one-by-one people gingerly lowered their convertible tops. By noon a few shafts of sunlight poked through the clouds, and in the early afternoon the sun finally came out, the sky was blue, the cars sparkled, and the whole scene was transformed. What a fine day. All the TRs were represented with some magnificent examples from each series. No Triumph sedans, though.

OVTC member Jeff Patterson visited with his wife and the Bencos. Jeff was hauling enough parts to build a spare car, and was looking for more. There were several vendors selling everything from parts to clothes to literature. One guy was selling a polish I didn't have, so I picked up a tube to add to the collection. Bangers and mash was served for lunch (or you could have a dog or burger) and several tasty beers were available to wash down the sausages. Very healthful, I thought. Speaking of food, one vendor was selling a full range of English snacks, drinks and condiments like Walnut Whips, Penguin bars, Licorice All-Sorts, Idris, Ribena, Potted Fish Paste and Spotted Dicks. The proprietors turned out to be ex-Canadians who do big business selling these fine examples of

British cuisine to Americans at car shows.

The awards ceremony was held up as we had to wait for the Duke and Duchess of Gloucester. That's not our Gloucester, but the original one wot has royalty. They handed out the *concours* awards with toothy royal smiles. A pristine Triumph GT6+ was one deserving winner. But by this time the weather could wait no more, as both the sun and the royals quickly disappeared. Huge drops of rain fell and I've never seen awards given out so quickly, even though there were about 40 categories of cars. Dave Huddleson and Paul Williams both won plaques that they will bring to the next meeting. They will briefly pose for photos and sign autographs.

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The weather doesn't seem to be keeping too many people from Stowe, although its numbers have peaked over the past few years. It's a wonderfully scenic place, only about 400km from here. If the weather would co-operate it would certainly enhance the experience, although it was a fine way to spend a weekend just as it was.

Paul Williams

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### **ANSA SPITFIRE EXHAUST CLOSE-OUT (Spotted by David Huddleson)**

We have a few units left of the dual outlet/4 tip design exhaust for the 1971-72 MK IV 1300 and 1973-74 1500 Spitfires. These are no longer catalogued and will not be manufactured again. Suggested retail \$US350. Buy direct for \$US175. with standard UPS shipping included (probably only for USA, but you call and find out!)

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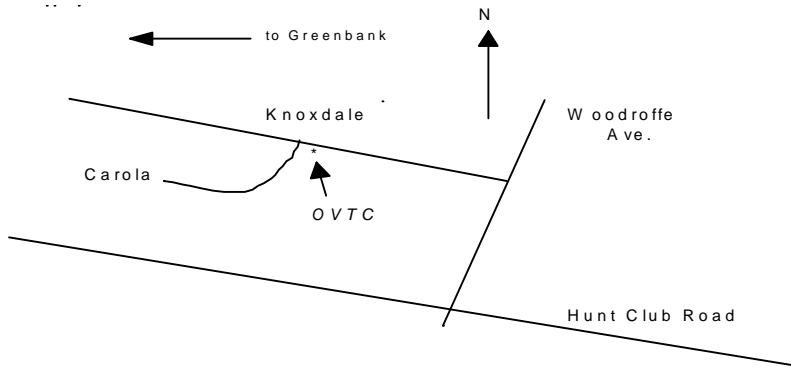


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Email to [OVTC@home.com](mailto:OVTC@home.com)

Web Site: [http://www.geocities.com/ovtc\\_2000](http://www.geocities.com/ovtc_2000)

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 1710 River Road, Manotick, Ontario K4M 1B4

*The OVTC is a member of the British Car Council and is affiliated with the TR Register (UK)*

**Contact**



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