



# OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

December, 2000



## The (Rain) Gods Must Be Crazy!!

- *November meeting - Valvoline Oils*
- *OVTC Xmas Party - "Rain Gods" are crowned!*
- *Plus much more!!*

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

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

*Cover: Here we find our two Rain Gods - Paul MacDonald (as 1<sup>st</sup> runner-up) and the man himself, Bob ("what's a little rain?") Thomas. The picture doesn't do their crowns justice!!*

**NOTICE!** Please note: There is **NO** December meeting (which should go without saying). The January meeting will be on the 23<sup>rd</sup> of the month, and it seems we won't yet return to a new Message from the Assistant Editor (John Day) below. Since an alternate location must still be made, details will be in the January newsletter, as well as the Friday's "Wheels" section of the Citizen.

Andrew, our usual editor-in-chief, had been travelling the globe (well, the better part of Europe) of late, so yours truly, John Day, has jumped back into the fire for this month. This is a good practice for me, to see whether my "writer's block" has left me after a couple of years away from producing the newsletter. Well, let's see – this has taken me 45 minutes to this point – I think I'm in trouble! My problem is that I don't write things down when I think of them.

### Report from Last Meeting

We had a very interesting speaker for the November meeting: Serge LePage, who is the Valvoline Motor Oil rep for Ottawa and surrounding territory. Serge took us through the murky world of motor oils (sorry, I couldn't resist that one! ☺), and described his line of products. Serge described the basic rating of API, the American Petroleum Institute, which in short is to meet certain requirements, along the lines of a car running non-stop, like a taxicab. For motor oils, the harm comes in the stop-start, on-off world of everyday driving. Repetitive heating & cooling creates conditions where moisture, acids, etc enter the oil & begin attacking the metals in the engine.

Basically, the auto makers don't know anything about making oil; they just know what specs they want for their engines, and what specs the government requires for them. As an example, 5W30 was created only for meeting the more rigid fuel & emission requirements. There will also be different specs for all oils in the near future – you've been warned!

The 3 basic functions of any motor oil are to: (1) cool; (2) clean; and (3) lubricate. Serge spoke of the overall basic similarity among oil brands (seen the wall of oil at your local CTC store?), which in part is brought on by us, the consumer. We convince ourselves that for our special cars, there is a special, high-priced oil out there that will do the job better; if so, the companies will make such a high-price product. The same goes for additives (injector cleaners, etc). Did somebody say 'snake oil'?

Everyone by now has heard of Valvoline's new Max Life motor oil. Question: is it what we need for our 20, 25 or even older, iron block British engines? NO – it's meant for the higher-mileage, late model cars of today. It is designed to help seal ageing gaskets, seal valves, and other critical internal engine activities. Valvoline got the jump on the market with this stuff, but you can bet all the others will have their own similar products on the shelf (as if there's room now!) before long.

Serge also hinted at the next phase of oil grades: GF3. It is to be in place for all manufacturers by September of 2001. Once again, this new grade of oil is designed to reduce emissions and improve mileage.

OVTC Xmas party:

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The OVTC Christmas party took place on December 3 at *Le Scratch* at the Merivale Mall. Unfortunately, a rather modest turnout was present, which was a shame because 'a good time was had by all' those who were present. As well as a few games of pool, we held the traditional Chinese Auction of small gifts, and everyone gave & got some interesting items.

At left: S tephane challenges all to a pool game.



One novel twist this year was the "Rain God" competition, organized by Paul MacDonald. The summer of 2000 was not a memorable one, unless one remembers all the rainy weekends (up to 9 in a row at one point in the season), and of course, who can forget

the record rainfall (47mm) that fell on the Richmond Show last June? The idea of the "Rain God" competition was to determine who amongst those in attendance was the most fearless of all, the person who attended the most events where others wouldn't be found – in short, the Rain God! It turned out that Bob Thomas was found to have been the Triumph equal to Charlie Brown on the pitcher's mound, showing up at events like Richmond & Watkins Glen, where other sports cars shied away. Way to go, Bob! One thing though – it was observed that day that while Bob drove his car here & there in the rain, he didn't have it on a perfectly fine, dry day like December 3<sup>rd</sup>, while John Day (TR6) and Roly Mailloux (Spitfire Mk II) were undaunted.

Upcoming for the spring – the 2001 Dart Match

Once again, yours truly will be calling on sponsors for the 9th (!) Annual OVTC Invitational Dart Tournament, to take place some time near the end of March or early April. The OVTC has NEVER lost this tournament in its long history, and for the past two years thanks to the fine dart-tossing skills of Pat Onions & sons. Hey, if you're going to drive all the way from North Bay, you must be fairly confident in your abilities! Details will be announced in future issues of *Overdrive*.

Status of clubhouse – delays, delays!

I spoke with the President of the Manordale Community Association recently. The latest word from the Association is that the new building on Knoxdale Road won't be ready until mid-March, which leaves us with at least two monthly meetings in which to plan alternate activities or locations (or both). We'd be glad to hear what ideas people have for these upcoming months.

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On the bright side, the facilities at the new building will be far and away superior to what we had before. There will be an audio-visual set-up (27" TV, VCR, sound system), a speaker's podium, projection screen, marker board, plus all-new furniture (comfy chairs!). I'm sure it'll be worth the wait. The cause for the delay was unexpected crumbling of the original foundation during demolition. Extra funding had to be obtained from City Hall, and 2 weeks were lost before the next Council meeting, and so on.

We'll be providing updates on the progress of the Clubhouse as they come in.

"Original Triumph TR7/8" book from Bill Piggott:

The most recent copy of 'TR action' from England announced the December release of the final issue in the set of 'Original' series of TR books from Bill Piggott. "Original Triumph TR7 and TR8" carries on in the fine tradition of books describing the 'wedge' series of cars from beginning in 1975 to their end in 1981. Keep your eyes peeled! By the way, the Chapters store on Rideau & Sussex Streets recently had 3 copies of the Original TR2/3/3A book on its shelves, for all the sidescreen fans out there.

TS5 turns up in Denmark:

Also in the TR action magazine was a report on a very, very early TR2 (TS5, no less) turning up in the collection of a Triumph enthusiast in Denmark. The car was recently imported from California following the death of its long-time owner there, so the car is in relatively sound condition. It was last licensed for the road in 1972, and still had its black California plates from this year as testament to that fact.

Triumph Stables grow: Mike's GT6; Dave's 'rough' TR8 coupe:

It seems a couple of our members have been adding to their Triumph stables. First, 'Prez-for-life' Mike Graham has recently acquired a nice GT6+ (i.e. Mk II) that looks very sound and should need a minimum of work (exactly what is meant by a 'minimum', no-one quite knows!). Have a look for yourselves (I'm sure everyone also recognizes Ed Kaye's Triumph Support' trailer in the picture!

Dave Huddleson has managed to acquire another TR8 coupe using his wealth of contacts and info. This car is pretty much a parts car, says David. Having seen a picture of the car, it's amazing anyone came out alive! Every panel is substantially damaged, but still, David will be able to salvage the choice bits for himself. How many spare Rover V8's is that now, David?

Other European Triumph news:

At this year's Goodwood Revival weekend, a historic Triumph made its return to the track after decades of inaction. It was 928 HP, one of the Le Mans TRS racers from the 1960 campaign when , numbered '59', it was raced by Les Leston and Mike Rothschild. It was also sporting its 'Sabrina' twin-cam engine and twin double-choke SU carburetors. It had been in the U.S. for 35 years, and had been restored to its full glory by its German owner, Arwed Otto. Apparently, the Jabbeke TR2, MVC 575, is also undergoing a restoration in England right now.

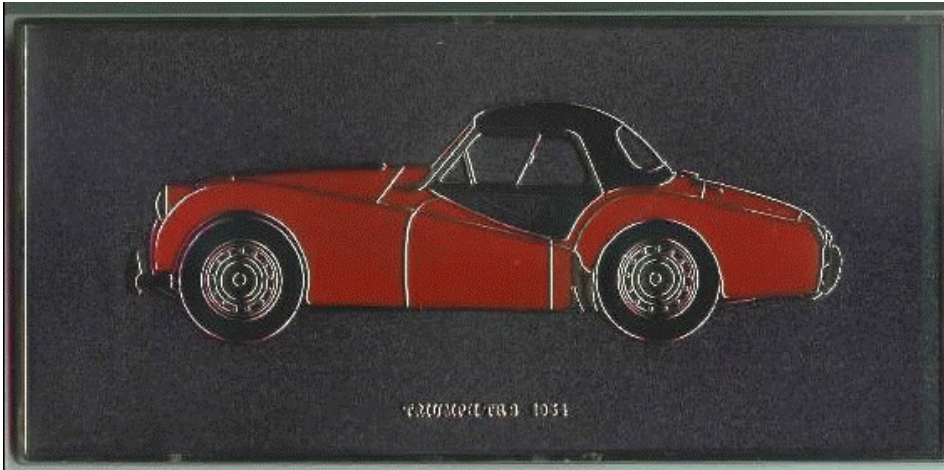
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**Ebay wonders:**

John Day has been hitting it rich on Ebay lately, finding some unique Triumph items at bargain prices. Fortunately, other e-shoppers ignored or overlooked these items, as they were all bought on a single bid. First item was a rare long-door TR2 plaque, which was still in its original wrapping from Unipart. This was one of a few models of British cars sold as part of the 'Auto Gold' collection at Leyland dealers in the early 1970s. It has been pictured below.



Next item was a Triumph tie clasp in sterling silver, with the Triumph shield logo framed by a pair of heraldic lion figures. The seller had no idea of its history or age. It also is pictured below.



**Classified:**

**For Sale: Bond Equipe 2+2 restoration project – own a unique piece of Triumph-related**

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motoring history. Very rare (perhaps fewer than a dozen imported to Canada), comes with 2nd Bond parts car. Asking \$700. Call Hugh Henderson (former OVTC member) at 613-267-4935 for more details.

Tim Dyer is a member of the Ottawa MG Club but am in fact more of a Triumph enthusiast as he's owned more than a dozen over the years. He's come across two Triumphs that are about to suffer a sorry end unless someone saves them, and thought he should let us know in the event that someone in the club might like them.

The first is a Spitfire Mk.2. I guess it's a 1967. The owner says it's a '68 but it can't be because that would make it a Mk.3, which this car isn't. It's a real project, in primer, with copious amounts of bondo under the primer. It has a hardtop with no window. The chrome has been removed, but comes with it. The car appears complete, but some parts are removed. It's in storage in a heated workshop on a concrete floor in Carleton Place. The owner bought it recently because his wife liked it so much and so he planned to restore it. However, his wife has lost interest (sounds familiar). So, he's either going to sell it like it is or he's going to extend the chassis and fit a big-block V8!

The second car is a TR7 hardtop with no engine. It's been sitting in a garage for a long time with the intention of restoration by using a second (donor) car. The donor car has already gone to be crushed and arrangements have been made for this car to suffer the same fate. If someone's quick enough, we might be able to beat the crusher! This car is also near Carleton Place but closer to the village of Prospect.

If you'd like more info, contact Tim by e-mail at [susan\\_dyer@msn.com](mailto:susan_dyer@msn.com). His phone/fax number is 253 4126 and his cellphone is 859 7894 (sorry, no voicemail on the cellphone). Regards, Tim Dyer

John Ferguson is a member of the Boot-n-Bonnet club, Quinte Chapter. He is in the market for a clean Triumph Spitfire. Perhaps someone might know of someone who is trying to sell his/her vehicle to make room for another. Hope you can help him. Call John in Belleville @ 613-966-8004.

#### 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 Roly Mailloux (the guy with the blue suit case ) at the monthly meetings.

ITEM	PRICE
Club licence plate frames	\$4
OVTC crest lapel pins	\$4

<b>OVTC crest patches 3"</b>	<b>\$4</b>
<b>T-shirts – S&amp;C auto show</b>	<b>\$5</b>
<b>T-shirt – 25 years of TR Register</b>	<b>\$20</b>
<b>Baseball hats – new style</b>	<b>\$8</b>
<b>Baseball hats – OVTC crest</b>	<b>\$8</b>

**Next Month:**

Where will we be? January meeting location TBA.

**Oil Drips – the OVTC Gossip Column:**

**Other member activities on the go:**

Louis Boucher is progressing well on his TR3A rebuild, and is soon ready to move beyond the frame. At this rate, the car should be seen on the roads next season. Keep those restoration photos coming to the meetings, Louis!

Peter L'Abbé is making progress on his TR3A project as well, renovating the garage for an uprated power supply and some heat source. Peter's wife Mary is ordering parts galore, with an interior kit and other items coming from TRF.

Ed Kaye is getting close to the bodywork stage on his 'other' TR4 (or should I say Vivien's TR4?). The bodywork is not too bad, with just a couple of panels & other pieces needed. We hope plenty of progress is made before golfing season begins in the spring!

John Day is just happy when he can find what he's looking for in his garage! Maybe it's time for a parts sale in the spring!

Other club members – please let us know what winter project you have on the go – other members would like to hear about it. Perhaps they're also working on the same thing, and can either offer or require assistance. Triumphs are just like swimming – don't forget the 'buddy system'!



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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.

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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)*

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