



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

June 2002



Bill Gringrich of Minnesota regaling us with tales of Triumphs.

May Meeting Report by John Day

The May meeting was well attended, by both members AND their cars. In fact, it was TOO well attended, as the surrounding two ball diamonds and the road hockey rink were also in heavy use — ahhh, summer! After about 8:00, we had the place to ourselves again.

Our guest speaker (although he wasn't informed of that until he arrived!) was Bill Gringrich, a Minnesota Triumphs member who was in Ottawa for a couple of weeks for training at Mitel. Bill is also their club's editor, so he brought along a couple samples of the fine publication he produces. Bill spoke briefly about the sort of activities, tours, and events the folks in Minnesota get up to. Bill also dipped into the blue suitcase to purchase some OVTC regalia for back home!

The rest of the night was basically chatting about this'n'that — upcoming events, particularly RICHMOND, and others (to be discussed separately later). We also had some new members in attendance that night. The current list of new members from last month (in chronological vehicle order) are:

Michel Pilon – 1971 Spitfire Mk IV

Alain Laurencelle – 1972 TR6

Patrick McInrue – 1973 TR6

John Eckland – 1975 TR6

Terry Brown – 1980 TR7

Another potential member by the name of Dean Hummel was on hand, seeing the various models and trying to decide what to pursue. He will be looking at a TR8 available in due course.

All in all, it was a nice night to be outside, go for a drive in one's Triumph, meet with others in their Triumphs, and talk Triumph. Does it get any better than this?!

BBQ at Brad and Lynne Pilla's — 26 May

As is customary with weather lately, the skies threatened somewhat for the first club event of the season, but we dodged another one and a great time was had by all! Members Brad and Lynne Pilla of Prescott hosted a large number of attendees at their new home right near the 401 and 416 highways. Earlier in the day, some of the membership attended the Oxford Mills Classic Car and Bike show, while Lori and I headed on a separate tour and parts quest at Hallville.

Arriving earlier than the majority, I had a chance to try out Brad's TR6 with its factory hardtop. It was amazingly snug for a bolt-on piece, and actually helped to stiffen the body flex over rough roads! I wouldn't want to have it on for a long July highway drive, unless I had gallons of ice water to compensate, though! Still, it's a great helper for very early or late-season driving in Ontario.

Back to the party: about three dozen club members were on hand for expertly-grilled burgers and dogs, with some great salads (especially the nacho salad – yummm!) to go with everything. Joe Lightfoot and another member of the Boot'n'Bonnet Club stopped by, on their way to check out a Jag for sale nearby. You never know when or where Joe will turn up! As they were in Joe's MGB, they didn't stay long! ☺

While the temperatures were still on the chilly side, by the end of the afternoon the sun was out and the clouds had mostly moved along. A nice drive back up north made the whole day 'a Grand Day Out'! Thanks to Brad and Lynne — Cheers!!



We had a great time at the Pilla's and nobody went away hungry!

ByWard Market — 3 June

An unseasonably nice day awaited the ByWard Market show this month — a rare chance to enjoy the sun (and the preferential parking spots available for sports cars in the Market!). Several OVTC members were in attendance, with a wide range of models for the public to see. This year's salute was to German cars, and there was a good selection of cars from Deutschland to be had. My favourite was the 1959 BMW Isetta — can you imagine safety regulations of today in a vehicle like that? I can't!



There were plenty of opportunities to chat with fellow enthusiasts and the public. Being across the road from 'The Brig' didn't hurt either, as a proper British Pint goes perfectly with car-watching, in my opinion. Bill Gringrich was on hand to see all the various odds'n'sods of the area's clubs, and I'm sure he enjoyed it.

Brian Mills Recovering Very Well

For those members that may not have known, Brian had by-pass surgery about 2 weeks ago. We are delighted to report that Brian is well on the way to recovery and was at Richmond and up to his usual ... cruising among the Triumphs and enjoying the company of those of us who share his interest in Triumph cars. It will be a few months until Brian is able to lift much or get back to the restoration of his beloved TR4, but it was great to see him back on his feet and enjoying his visit to Richmond. Guess for the summer someone else is going to have to give a tech talk ... maybe in the Fall our "Doc" will give us a talk on all the special tools the doctors at the Heart Institute have when they undertake surgery!

Mid-Ohio Triumphfest by Bob Lang (New England Triumph Club)

The event at Mid-Ohio was a resounding success. The turnout was a bit different that we might have expected, but awesome nonetheless. The Triumph feature race had over 50 cars take the green, and I recall from the time sheets that about 45 took the checkers. So — it was awesome. There were so many highlights, that it's hard to summarize. But a short list of highlights would have to include Triumph over adversity, folks chipping in to help fellow competitors and in some cases just plain bad luck.

On the serious side, one of the British drivers in a TR5 (not injected, but Weberized) that can only be described as "wicked fast" looped his car during a Friday practice and crashed pretty hard into the wall after turn 14 — with the front of the car. The driver was uninjured and with several well known Triumph "friends" pitching in was able to take the car to a local frame shop and get everything in order to make the all Triumph feature — and WIN. WOW! There was a TR4 rollover in one of the Friday practice sessions, but that car made the feature. And there was another rollover during the all Triumph practice session on Friday (George Wright) that was a bit more serious in nature as an axle broke in turn 8. Various circumstances surrounding that episode led to an early departure by the participant. There were no bodily injuries to the drivers, to the best of my knowledge.

On the lighter side, the Brits were really fun to have around. The preparation of their cars is amazing, and they were all really good drivers. They like to have their fun too, so there was lots of fun. Stateside TR3 driver Mike Jackson was fast as usual — perhaps a bit too fast for an unsuspecting skunk who happened onto the track during a practice session. As the announcer related — the remains were left at turn 10, and 11 and 12. The corner workers rewarded Mike with an autographed checkered flag and a salute to the car now named “Petunia” by holding their noses as he drove by.

Kas Kastner seemed to be enjoying himself going around talking to all the Triumph racers as well as signing autographs etc. ADU 4B made the scene in the exact livery as the car was raced at Sebring in ‘65 — by Mr. Kastner. TRF brought the #25 TRS LeMans prototype, a fitting reminder that this weekend was shared by the 2002 edition of this famous race. A cool car, indeed. Crabtree was there taking panoramic pictures, one of all the racing Triumphs assembled at the infamous “keyhole” and one of all the cars on the show field for the participants choice on Sat. I’m sure these pictures will be hot sellers.

Oh, the car show! I lost count of the Triumphs. There were at least 200 on the show field on Sat., and that was a minor miracle owing to the “delightful” weather, if wind-driven drizzle is your idea of delightful. The temperatures in the lower 50’s didn’t help much either, but it was an impressive array of Triumphs large and small. I’ll bet that there were at least 65 TR6’s and a similar number of TR3’s/TR2’s/TR3A’s/TR3B’s as the TRA National was held nearby the week prior and many caravanned over to the Mid Ohio Sports Car track for the Saturday show. There was so much more too! This writer had difficulty calling the event over and was seen pushing Triumphs bound back to Britain into the “articulated lorry”... the spinning TR5 was not the only British casualty of the weekend. One chap was unable to get his TR6 to fire after the feature, some sort of ignition problem, one Spitfire had a piston disappear from his 1296 motor and a TR3 had a connecting rod ventilate the engine block. Several other folks including Dave Massey were also pushing cars back onto the trailer.

And then it was over. Driving back out to the interstate for the 750 mile drive home was sort of surreal... the sun was shining, the shadows growing longer the smell of fresh-cut lawns. Ah the joys of driving a Triumph! This event was “one for the books”. I’m glad to have been part of it.

Upcoming Events

14 July 15th annual car show will be held in Prescott from 10:00 to 3:00 on the grounds of Fort Wellington. Car registration is \$7, and pre-registration is \$5. For information call Mike Baril, 613-925-3751.

20 July All members are invited to a 40th Anniversary birthday party of the MGB. The party will be held at the Canadian Tire, 1820 Merivale at Hunt Club on Saturday 20 July from noon till 5:00. Cake and prizes will be available. To register call 224-9330.

28 July. The date has been set for the annual **Tierney Rally and BBQ**. Additional details to come in the next issue of Overdrive.

18 August. The club has been invited by **Ken Shilletto** for a BBQ at his home near Long Sault. Once again more details to follow but mark these dates in your calendar as they are both lots of fun.

Membership Dues

This is the time of year when a majority of our membership have their dues expiring. Please note a separate e-mail in the near future, or a note with your hard copy if that is how you receive the newsletter. Please send your payment for the next year to Vivien Kaye at the address on the back page of the newsletter, or at the next event (the Tierney Rally) if you will be attending. We hope you will remain a part of the best car club in the area — the OVTC!

Triumph Sports Owners Association (from a 1959 guide to Triumph cars, by Allen and Strome)

Stamp collectors, skiers, fishermen and golfers are able to talk over their interests, shake hands and depart. Sports car owners can never make the break without first laying plans for another club. TR owners are no exception. Fortunately for any latecomers to the ranks, much of the spadework is already done. There *is* a Triumph sports car club, and you can become a member by sending four dollars to: Triumph Sports Owners Association, P.O. Box 170, Radio City Station, New York 19, New York

You are probably asking yourself, “Why should I join another club?” Well, to begin with, the TSOA has many active chapters which meet regularly to show films, run rallies and tours. The TSOA publishes a monthly bulletin full of news, chatter and maintenance tips. And aside from the fact that the membership is comprised of Triumph devotees who possibly make your own fanaticism seem offhand, there is the Triumph Rally of Europe.

Only TSOA members are permitted to participate and if you haven’t taken advantage of the privilege yet, you are missing out on one of the wildest, happiest sports car events of the century. The first Rally took place back in 1957. It all started when the TSOA sounded out its membership on the following proposition: Would you like to take advantage of the lower purchase price of a car in Britain and spend some time touring the Continent after taking delivery? The response was loud and affirmative. By spring of that year, all the arrangements had been made. A BOAC plane had been chartered, the routes and accommodations were set.

On May 3, the Park Lane Hotel in New York City rang with the sound of money changing, the shuffle of passport papers and the buzz of anticipation. Eighty-four lucky TSOA members were being wined and dined by the Standard-Triumph Company before leaving for Idlewild Airport. Once aloft, they were to enjoy another party which would break up when the plane sat down at London Airport. The arrival time of 9:30 a.m. meant 4:30 a.m. New York time so it was a sleepy crowd of travellers who climbed down the ramp in London. Their grumpiness gave way to euphoria by the time they had taken ten steps, for there, spread out on the landing apron, were some 42 shiny new TR’s. It was a moment of high excitement. Each couple sought out its car and discovered with exactly the special equipment ordered back in the States. Nary a side mirror nor tonneau cover had been overlooked!

The first big stop was Coventry, where the rallyists were welcomed by the Standard-Triumph people and taken for a tour of the plant. Two incidents are worth mentioning. First, the people who had neglected to order all sorts of optional goodies for their cars were overcome with remorse, and there was an unexpected call for extra help at the works as practically every accessory listed in the catalogue was hastily installed for the eager owners. Second, driving on the left proved a mite difficult for one of the party and he had a brush with a truck while in Coventry. Triumph put the car back on the assembly line for him and within two hours handed him back his TR as good as new.

From Coventry, the party threaded its way to Dover to spend the night at the White Cliffs Hotel. The next day all boarded a channel steamer and they were off to the continent. The impact on the European countryside was something to behold. Here were 42 sports cars running along followed by three station wagons - two to carry extra luggage and one manned by mechanics to provide on-the-spot service if necessary. This, friends, is the way to see Europe. The caravan made its way across France to Belgium. From Ostend, many took the famous Jabbeke highway to Brussels. This was the same highway where Ken Richardson hit 124.6 mph in the first TR-2. From Brussels and its famous Metropole Hotel, the rallyists became more adventurous. Some followed the prescribed course, others wandered off on their own. Many became hopelessly lost, what with language difficulties and lack of familiarity with European road markings. Nobody really got *that* lost, however. The rally was designed to permit such freedom of route from point to point while the check-in points each evening allowed all to get together again.

From Belgium, the tour ran through Germany where the roads were good and the gasoline was high, down into Austria where the gasoline was cheap and the roads terrible. Often as not the local British Petroleum dealer washed the cars free. In many towns the local dealer or civic functionary would throw a party. By the time the group had wandered over into Switzerland they had become old hands at customs, local wines, currency differences and mountain driving. From Lucerne the group headed for Paris and the Follies. By this time most everyone had his car pretty well broken in and the pace set up to Fountainbleu was brisk. It was here that the Rally picked up its police escort for the last 40 miles into Paris proper and it was some ride! That's the way into Paris.....by storm.

From Paris, it was back to England where the cars were returned to the works for refurbishing and shipment back to the States. The 1957 Triumph Rally of Europe was now a bunch of pedestrians who walked over to the bus that was to carry them out to the London Airport. After clearing through passports and customs, the pedestrians went upstairs to a private dining room at the airport where the last, and most lavish reception of the trip awaited them. As a souvenir, the Standard-Triumph Company gave each girl a scarf and each man a muffler in colours to harmonize with the colour schemes of their cars. After final toasts in champagne, the tired Americans climbed aboard the BOAC plane and sped home. Needless to say, upon their return, the participants did a lot of talking about all the fun they had. This led to a tremendous number of requests for the whole thing to be repeated in 1958. It was - only this time two legs were run. One group left from the east coast, the other from the west. The tour took in France, Spain, Monaco, Italy, Switzerland and lots of European hospitality.

In 1959, no less than three Triumph Rallies are planned. Who knows, in 1960 the whole thing will just run on a year-round basis.

For Sale/Wanted

1962 TR4 for sale. The car is red with black interior and has 67000 miles on it. The car is a good driver but is not a show car. I have had the car for about 12 years now. I rebuilt the motor and transmission about 5 years ago, they have less than 5000 miles on since rebuilt. If anyone is interested in more info or would like to see the car they can contact me: Rick Phenix, phenix.r@forces.ca, rphenix@sympatico.ca, Work Phone (613) 992-5357, Cell Phone (613) 761-8528, Work Fax (613) 996-6782, Home Phone (613) 824-0219.

Wanted —Windshield for TR7. I am looking for a windshield for a Triumph TR7 drop top. Don Bryant, (613) 831 0888, Cell: (709) 682 9045, Don.Bryant@xwave.com

1963 Triumph Herald coupe. Car has been in storage for 25 years and is in need of restoration. For further info e-mail ajdayman@tcc.on.ca

1973 TR7 with half of restoration completed with a running restored engine new wiring and restored brakes. Complete body but needs a restoration project. Price is negotiable at \$3350 obo (Renfrew Area). Contact Bonnie at 613-752-2976 or email breid@renc.igs.net

Wanted Fenders for TR3A. Most interested in passenger side front and driver side rear, but would accept others if they're better than mine. Also looking for passenger side inner fender. Might take a driver side one too, if it's better than mine. I'm about to order new floors, inner and outer rocker panels, battery box, etc. so if anyone happens to have surplus on that stuff, it would be great. Tim Dyer at KingsCreekTrees@aol.com or 253-4126.

Parts for Sale. I have come to own just a touch too many parts more than any one person could ever use. Any one needing anything for a TR4 short of interior parts, because I just have enough to put my three cars together. But, I have tons of everything else, including a lot of TR250 odds and ends such as a full drive train, which I think is similar to a TR6, as well as other bits that came off a car I just parted down. As far as the TR4 goes, I have everything from IRS to

fixed axle. I am also able to get TR3 parts as well. Any of the parts can be bought as they sit or can be sandblasted, primed, or fixed and cleaned. Feel free to give a ring any time 613-838-9630. Neil.

1980 TR7. Convertible needs a new home. Third owner bought in 1992. Very good condition. Never winter driven. Brown in color but ready for a new coat. No rust just paint cracking. Interior tan in acceptable condition. Entire dash intact with no scratches or breaks. Wooden steering wheel and shifter. 5 speed, dual carbs, dual exhaust (chrome tips). Entire brake system including hoses redone last year. Changed alternator, starter, and radiator over the years. Top in excellent condition but zipper on window needs repair. Approx. 90,000 km. Asking \$4,500 negotiable. Will drive out of storage May 1st and be ready for annual tune up. Selling because I have no time to use or baby anymore. Tel (613) 291-5084 Ottawa area, please contact Atul.

1980 TR7. We recently purchased a 1980 TR7 convertible and are in the process of restoring it. We're hoping to find a parts car with matching interior upholstery items somewhere among your members — any suggestions? Please contact Dave and Terry Brown (terry@adbro.com).

Rare Herald 948. 1962 Triumph Herald Saloon, completely restored in excellent condition. Fiscal reality forces sale! \$6,100.00 with safety certificate. Ottawa (613) 721-6127. Dave Delcorde

1980 TR7. It is in good condition. Never been winter driven. Body and motor and transmission all good — has been maintained on regular basis by Eric at English Motors on Bell Street. The upholstery needs to be re-done. 613-729-2366. Jeff Gould

Michelin Redline tires (4) for TR6, worn tread but sidewalls not cracked. Could be used for show or as spare. Make an offer (I will be very reasonable — I need to make room in my basement) Alain 742-1557

Wanted. Heater Coolant Valve for 1975 Triumph Spitfire . Mine is leaking rather badly and is causing me grief when I would really like to get the car out and running. Bob Samuel (bobsamuel@sympatico.ca)

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British Car, PO Box 1683, Los Altos, CA, 94023, USA. The American magazine for Triumph enthusiasts who love English cars. To subscribe call: 1-800-949-9680. Mention the advertisement in our newsletter and get one extra issue free. Rates: 1 year (6 issues) \$22.95 USD, 2 years \$39.95 USD.

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The Ottawa Valley Triumph Club is comprised of approximately 65 members. The Club meets at 7:30 p.m. on the fourth Tuesday of each month at the Manordale Community Centre, which is located at the corner of Knoxdale and Carola Roads in the City of Ottawa. Meetings include technical seminars, video presentations, restoration techniques, and much more. The Club also publishes a monthly newsletter, *Overdrive*, which is distributed to members and exchanged with other car 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 applications** to: OVTC c/o Vivien Kaye, 1710 River Road, Manotick, ON, K4M 1B4.

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

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