



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

October 2003

Letter from the editor

The last drive of autumn

It looks like fall has arrived. Leaves are brilliantly coloured in shades of green, yellow, orange and red, tumbling down into the interior of my Spitfire while it's sitting there on the driveway, waiting to be taken on a drive. The rag top is still down. I refuse to accept the fact that, maybe, it's time to keep it erected and in place. I cherish the last warm days of the season, the last few drives into this palette of colour; to deeply inhale the crisp autumn air, the musky smell of rotten wood and wet grass. I slide into the familiar seat, the place I belong, caress the leather covered wheel, start the engine and listen to the deep rumble. We've both been waiting for this moment. She's ready to go. I sense the excitement of both machine and I, the joy of running against the wind, powerful and strong. Leafs are tossed at speed and I'm flying with them, branches swaying wildly to the chorus of the howling engine, trees bending in humble acceptance. I'm reduced to a speck, a molecule, under the wing of Mother Nature's wild fury.....and love every single minute of this wild ride. I tilt my face into the already darkening sky, into the chaos of clouds and debris.....and expect to be picked up by the storm, Spitfire and I, and dumped into the ditch, to be covered up by the leaves and twigs until the next summer. But, I continue driving through the swirling landscape. Great flocks of songbirds have gathered in front of me and scatter away with fright as I slice through their midst without mercy.



When evening closes in on us, I finally find my way home. I watch the geese leave their northern breeding grounds, heading south, while I wonder if I should follow. Drive down that winding country road; make my own path to a place where the warmth still lingers for just a little longer. But, my heart is in the North Country. I've learned to accept the changes of nature in this challenging landscape. I'm content in the knowledge that snow will soon arrive and my little car will rest comfortably in a cosy, dry place during the long dark hours of winter. We'll both prevail until the first days of spring.

PS. I just received the local news paper. Turns out, the strong winds were caused by hurricane 'Juan'. Leave it to me to be cruising around in this kind of weather. Apparently, the storm blew down the roof of a gas station shortly after I left it. Happy, go lucky me.....

Club news

Pizza night!!! The next club meeting, Oct. 28th will be held at Lorenzo's Pizzeria at 1896 Prince of Wales and Fisher, at 7 pm. The Pizza will be courtesy of the OVTC, drinks will be paid for by the members themselves. Please, come and join us.

Election news

Dear members of the OVTC,

As you know, our yearly election of executives will be held at the next club meeting, October 28th. Andre Rousseau has decided to step down from his position as President because he's busy launching his new business. Andre Rousseau has offered to remain web master for the club's web site. Vivien Kaye would like to remain treasurer and membership chair person. Roy Mailloux hopes to continue his position as Regalia officer. I'll offer to continue as editor for a while longer, if no one else wants the job, but I need support from members with information and articles. If not, you'll be reading a lot about Spitfires and racing.....LOL..... I don't know if I will continue as vice president, as I hope someone else will volunteer.

It's up to you to choose the people you would like to see running your club. Please send your nominations for all mentioned positions by e-mail to me at wilivhaasper@sympatico.ca or write to me at Livia I. Haasper, 6th. Line Beckwith, R.R. 6 Smiths Falls, Ontario, K7A 4S7

Positions to be filled:

President,	Newsletter editor	
Vice president	Regalia officer	
Membership chair person and treasurer	Social director	Web master

September meeting report.

Last months meeting was an interesting one and well attended. We had the opportunity to learn about automotive products from a presentation by Andrew Telfer of Kent Automotive. The subject was corrosion control, products needed for body work, repairs and restorations, adhesives, primers, under coatings, rust proofing, etc. I have a catalogue of all of the Kent's products available if anyone is interested. Contact me, if you would like me to bring it to the next meeting. You can also contact Andrew directly at 613-224-5337 or at atelfer@lawsonproducts.com. Andrew is willing to come to your home or garage, help with advice, if needed, and sell you the right product for the job.

Welcome new members

Please welcome these new members into our midst: Susan Robinson, 1977 TR7, Victory Edition, Dennis Benke, 1980 TR8 Convertible, Chris Marshall, 1975 TR6

Letters to the editor

Amazing e-bay

Just noticed on one of the Triumph mailing lists that used copy of Dan Master's book on TR6 electrical systems was up for bid on EBay. Now this is a great reference ... no doubt about that. It is available directly from Dan for US\$25 plus \$6 shipping to Canada. But if it's on EBay who knows what it might fetch! Well ... in this case it was US \$109.49 plus shipping. More than 4 times the price of the new book! Incredible.

Cheers, Mike Graham

The continuing saga of the "redhead"

Just after the big hassle getting the clutch installed, barely managing to get the Spit ready to drive to the September meeting, I lost all power last night. After dropping off the key I stopped at Majestic and Woodroffe to wait for the light to change so I could make a left turn. Then, the "redhead" died. I pushed her over to the side of the road, opening the bonnet when a good Samaritan, who was enjoying a peaceful evening, sipping on a couple of brewskies, yelled out "I'll be right there". He must be used to doing this sort of thing because he showed up with a torch in what seemed like only 2 or 3 minutes. He announced he was a mechanic but didn't have a license any longer. I said I had a license, but was not a mechanic only mechanically challenged. Anyways, to make a long story short, my "guardian angel", as Margy later called him, determined that I had a

loose connection at the starter motor. Thankfully, I had brought my tools along and once I tightened the bolts, the "redhead" fired up again and we were able to make it home safe and sound where she once again decided to die on me before I could tuck her into the garage for the night. Thank goodness, she is quite light so I just gave her a push and disconnected the battery cables before calling it a night and having a couple of brewskies myself. So, I'm off to tinker with the starter motor now. Wish me luck.
Cheers, Roly Mailloux

Update, Sept, 26th [and this has me slightly worried as Roly keeps talking about his date with the read head]

Took the "redhead" out for a spin this afternoon after cleaning and tightening the connection at the starter motor. Drove over to Brian "Doc" Mills afterwards and had him check out the battery/generator/starter. Discovered I have very bad grounding at the generator so it is not delivering a proper charging voltage to the battery. Also, the nut on the starter motor had come loose again. Borrowed a very thin flat wrench from Doc and was able to get it properly tightened. Now, I'll have to take the generator off and clean up the grounding points and fix a new grounding strap that Doc supplied me with. Hopefully, this will cure my electrical woes.
Cheers, Roly

British Car Day - Bronte Creek Provincial Park ***By Greg Browning***

The annual British Car Day hosted by the Toronto Triumph Club at Bronte Creek Provincial Park has been said to be the premier British car show in North America. On the third Sunday of each September since 1984 hundreds and hundreds of British cars assemble on the rolling fields of the park. There is barbequed food available and a large area reserved for vendors.

This year the weather co-operated and a perfect sunny day with nary a breeze greeted us when we arrived at the park at eight am. As the show was not scheduled to start until 10:00, we seized the opportunity to find parking close to the display field and irritate vendors who were trying to set up by looking through unpacked boxes.

Shortly thereafter the cars started arriving, entering the display area from the east gate of the park. And what a marvellous sight it was. For as far as you could see along the winding road leading to the display field hundreds of British cars made their way to the areas reserved for their marque. Such an impressive sight this was. I sat at a picnic table and for the next three hours watched as every imaginable type of British car from Aston to TVR rolled by. With about 1,000 cars on the field the organizers did a marvellous job of organizing the display field by manufacturer and model. I counted 46 classes, including different classes for Minis with sliding windows, roll up windows, Mini BMWs, TR6s with chrome bumpers and rubber bumpers and so on.

With so many cars to see and people to chat with, the day flew by and still it was impossible to survey every car there. Owning both a GT6 Mark 3 and an Europa S2, I closely checked out the three GT6s and two Europas present. Other memorable vehicles included an Aston Martin Lagonda just brought to Canada the week before the show from Hong Kong, an AC Cobra autographed by Carroll Shelby on the inside of the trunk, a TVR Tasmin, a pre WWII Bentley. This could easily be a two day show there is so much to see. There were hundreds of Triumphs for fans of all models - probably over 100 Spits and TR6s (I need a French Blue TR6, I decided). Lots and lots of TR2s, 3s, 250s, Stags, 7s and 8s too. As an added bonus, many of the vendors were offering end of season specials on parts, books and clothes.

The show was so enjoyable we have decided to move Bronte to the top of the 'have to make it to' list of annual car events, finally displacing our long time favourite Vintage racing at the Glen.

Bronte Creek Provincial Park is 20 minutes west of downtown Toronto, about 2 km off the QEW.

Racing Thunder road

By Liv Haasper

Fabulous, fabulous Watkins Glen.



Race re-enactment



Racing the old circuit



A jewel, 1950 RMC

We arrived at WG in the mist. Driving in front of us a beautiful XK 120 Jaguar, red, drivers and passengers, their caps pulled down deeply over their noses, braving the weather, which, on our way down south from Ottawa, had actually been quiet pleasant. However, as soon as we approached the Finger Lake area, blue sky had given way to clouds but, having no choice in the matter, sports car drivers aren't easily convinced to play it safe, to stop and raise those soft tops. Regardless of the spray of the occasional truck coming towards us from the opposite lane, we enjoyed the view, the scenery of the beautiful vineyards sitting on the steep hills surrounding Lake Seneca. Behind us an MG, cream coloured elegance of old fashioned design. No doubt about it, the Vintage Grand Prix racing festival was not far away. The great body of water on our left was shrouded in heavy mist, grey and uninviting, but as soon as we entered the village of Watkins Glen, the multi colour spectrum of cars brightened up the main street and made this gloomy day look so much brighter. Not long after our arrival the sun peeked out from behind the clouds. It was the beginning of a great weekend filled with adrenalin, fun and good times.

We arrived at the State Park to set up camp and joined our faithful group of racing fans from the Ottawa Valley Triumph Club. We unloaded the Spitfire and got ready for the big event. Friday morning the village was already bustling with activity, resembling a bee hive of sports car, mostly vintage, of all colours, marques, ages, owners polishing chrome, spectators busy with their cameras, people standing around admiring rare beauties of old gleaming metal. Every tiny road and parking lot was filled with some ones treasured car proudly on display. The city park was home of the concourse show and already there were some very special cars on display. Among many others a rare 1950 Ferrari was the star of the show, as well as a Pentera Detomaso, a Lotos 7, a 220 SE Mercedes, and XK 120 Jag.....and many more, too many to mention. Franklin Street had become a point of interest. There was live music entertainment on the courthouse lawn. The Zippo Tour de Marque Corvettes assembled for display at the State Park parking lot. Among the many interesting Corvettes, Ed and Viv Kaye had theirs proudly on display. Ed and Viv themselves, however, happily set up in their chairs on the curb on Franklin street, were watching all the activity when the parade of the concourse cars and the wine tour roadster tours took a lap around the old track and were welcomed with applause by the many spectators lining the side of the road. Shawn and Elaine Hennessy in their bug-eye Sprite were driving by, waving happily at the crowd. Everyone was waiting for the big event of the day, the re-enactment of the early races. During the late afternoon the SVRC race cars arrived from the Watkins Glen International Race Track and set up ready for their 6.6 mile circuit around the old, original race track. What fun and joy it was to see the racers take off and drive the old route of the original Grand Prix Circuit. This route is on the National Register of Historic Places and anyone who's ever driven it, can imagine the challenge it represented in those early years. Coming down at full speed, going across Cornett's old stone bridge, only to immediately veer right, serpentine, climb up again with a beautiful view of Lake Seneca, without a chance to enjoy the scenery for the deep mile long descent that

follows into the village of Watkins Glen. What fun, what a challenge, what a beautiful drive into history. Fireworks at 9 pm ended the celebration on Friday.

Saturday arrived with qualifying races. Vintage cars on the track, loudly roaring past us, expelling racing fumes and dust, as the sun was burning hot and the activity on the track had the adrenalin flowing. People were arriving at the International track. The paddocks were busy with drivers and crew making last minute preparations for track time. After visiting with some friends in the paddocks, we made our way to the boot section to claim our favourite spot for observing the races. We were mostly interested in the Triumph races, group one and three, but every vintage race is a treat and fun to watch. The slicks and wings raced by at top speed, thundering along in the chase, staking their claim to fame.



Mark Ward's Spitfire

Now the Triumphs took their turn. The Mini's were leading, fast and aggressive. We had our eye on the Spitfires and suddenly it happened right in front of us, Mark Ward's Spit was driving on the outside when it started to spin out of control. The bug-eye Sprite behind him, with no way to avoid the Spit, crashed right into it. My heart stopped with fear until I saw Mark and the Sprite driver get out of their vehicle. They were both uninjured. The Spit's boot lid had flown open and it was a good thing that it didn't hit the driver. Qualifying races were over for both of these cars. Sadly, also for the rest of the year until the cars could be rebuild. Saturday came and went too fast. As the saying goes 'time flies when you're having fun'.

Sunday, race day, sun and blue sky, perfect racing weather. Drivers and spectators were ready for this event. The race began early with the Glen Classic Enduro for faster cars, a 60 minute event. The roar of the big 'boys' could be heard from every location, flashes of colours streaking by as the cars made their way around the circuit. Triumphs raced at 10 a.m, Minis's taking the lead. Only Russ Moore and Andy Kanopka were holding up the contingent of Spits, some very nice TR3's and a TR4 were also going for the checked at a good speed. It was vintage racing at its very best. Packed with action on the track, the day came to an end much too fast. Club members finished the celebration of the weekend with a nice supper at the 'Station' overlooking lake Seneca. No question, we'll be back next year when, again, we'll be driving down 'Thunder road'



What 'real' men do at the races
Jeff Patterson oiling his transmission

From the Triumph list - Kas Kastners Book

Kas Kastner, founder of Triumph's North American Competiton Department, author of the Triumph Competiton Preparation manuals and developer of many of the performance parts still being used today, has written a new Competition Preparation handbook. This is a compilation of the original manuals plus many "war stories", an in depth look at Triumph's victorious effort at the 12 Hours of Sebring, supplier lists and much more. A "must read" for any Triumph enthusiast. We have the book in stock and ready to ship. \$34.50 plus postage. Please check the link below. Thank you, Ted Schumacher

<http://www.tsimportedautomotive.com/images/prepbook.JPG>, tedsimx@bright.net

<http://www.tsimportedautomotive.com>

108 S. Jefferson St.Pandora, Ohio, USA 45877, Fax: 419.384.3272 (24 Hrs.), Phone: 800.543.6648 (US & Canada)

Look what we found at the Kingston Boot n' Bonnet car show



The Boot n' Bonnet club of Kingston, provided the usual wonderful car show on the shores of Lake Ontario. Great weather, great cars, great people, lots of fun. Besides the exhibit of many beautiful restored British Automobiles, we all had fun with games, a BBQ, the usual socializing and chatting to fellow car enthusiasts. The Ottawa Triumph Club was represented by several members and their beloved LBC's. We spotted Juliano Benco's beautiful TR3 A among the crowd.



One of our members, Don Le Blanc, was lucky enough to capture a prize of a stained glass window. I'm waiting to see this decorative object dangling from the rear view mirror, but Don seems reluctant about this idea.

Make an offer ???

I'm always told Spit's aren't worth anything. Wilf came home with an ad he found in some Classic Sport magazine. The ad is a few years old, as is the publication. And please note, this is only the asking price, don't actually know how much this car sold for.

So, I got it all figured out. This is what you do to own a Spit of value.

You build yourself a racer

You race it at some famous International race track.....You then wait 40 years, [counting on my left hand] until you hit the golden age of 90 or 100, voila, you'll be rich.



1964 TRIUMPH SPITFIRE LEMANS COUPE ADU 4B

This is the actual works car that finished 1st in class and 13th overall at the 1965 LeMans. Driven by Jean/Jacques Thurner and Simo Lampinen.

This car is the best and the most original example existent of the Triumph works cars. Excellent original alloy head engine and trans. The Alloy body is very good and painted in the original colours. This is the most important and significant Post War Triumph race car available today.

\$80,000



1954 SWALLOW DORETTI ROADSTER

Chassis No 1227 Condition – Race Ready. Imported to the U.S. in 1986, rebuilt as race car – engine is a fresh 2.2 litre Triumph with 185 dyno H.P.

Moldex steel crank. Carillo rods. J&E forged pistons. Tilton alloy fly-wheel, Tilton comp clutch, Twin 45 DCOE Webers etc. This is a very fast car with a solid race History in the US. This car has raced in the VSCCA, SVRA, HMSA, The Monterey histories and the LA Carrera Pan America.

This would be a great Endurance or rally racer. **\$28,000**

**Tel: Paul Lane, Vintage Racing Services for this or full list of many more race cars.
203 377 6745 or 203 243 1984 Fax: 203 386 0486**

Upcoming events

English Breakfast, every 3rd. Sunday at the Broadway Bar and Grill in Ottawa, 1896 Prince of Wales Dr. near Fisher. For more information contact Hil. Goldberd Tel. 692-5381 Cell 291-6616, e-mail wilur@magma.ca

Oct. 19th. Please note this is a new date!!! **Annual Gatineau fall drive** hosted by Stephan St. Amant. We'll be meeting at the **Champlain bridge parking lot of the Ottawa River Parkway at 10 am**. Please make sure you'll have a full tank of gas, as we'll be driving!!!! We'll have a stop- over somewhere along the road and will gather at Stephan's and LeeAnn's for our last BBQ of the year. Bring a chair please.....Steph also wants everyone to know that he's got a pool, if anyone feel like a refreshing swim. LOL

Oct. 28th. **OVTC meeting, election night**. Also, **John Day will be speaking on his trip to Goodwood, England**. The meeting, will be held at **Lorenzo's Pizzeria at 1896 Prince of Wales and Fisher at 7 pm**. The Pizza will be curtsy of the OVYC, drinks will have to be paid for by the members themselves. So, come and join us. Please attend and vote in the new officers of your club.

November 25th. **OVTC meeting**

Classifieds

Wanted

Front seats for a GT6+ Call Peter Jeffrey: 613 254 7484, e-mail: pjeff65046@aol.com

Roll bar for a Spitfire. Chris Romer, cromer@videotron.ca

Mk2 Front bumper I'm looking for a front bumper for a 1965 Spitfire MKII in reasonably good shape - one that can be re-chromed. I would appreciate hearing from anyone who has such a bumper or knows of someone who would be interested in selling one. Roly Mailloux, 613-226-8708 rdmailloux@sympatico.ca

Parking space for car-haul trailer needed by October. I looking for a space, inside or outside, to park my trailer in the Ottawa or surrounding area. Anyone who could help me out please call, Wayne Mercer at 613-792-1252

For sale:

TR6, 1975, white (not original), 60,000 miles. New S/S exhaust, newer top, 1 year old electronic ignition. Runs well, weakest point is the seats but they're not that bad! I'd like to sell it to someone who'll appreciate it. Dave Joyce Tel. 613 226-2102, <dwoyjoyce@sympatico.ca>

Goodyear G800 Redline radial tire, size 185-15 in excellent condition. I think that this tire was originally my TR6's spare. It does not seem to have ever hit pavement. No tread wear to speak of and sidewalls are not cracked.. I need room so make me an offer. Alain 613-742-1557. mittimus@cyberus.ca

1974 TR6, original Texas car, factory air conditioning, total restoration, no holding back on cost, magenta color, new interior, everything rebuilt, totally orig, except twin stainless exhaust system, red line tires, fresh painted wheels, new top with reflective stripe, a unbelievable car, \$22 000 cdn, or best offer, pics of every angle sent by request, mailto:srobbi0511@rogers.co

1968 Spitfire, 55,000 org. mi .Runs well, looks great, red, new suspension, battery and tires. Must reluctantly let her go to a new home! \$7,200.00, OBO, 819-684-2517. D.Symons, dmsymons3@yahoo.com>

1971 TR6, 71 000 km, body sound, \$ 8 500.—Bernie Machado, 658- 3070 e-mail Machadob@UCDSB.on.ca

1974 TR6 for sale. 55000 miles. All original except color. The car is in Quebec City. It's apple green with black interior. Professional written estimate : 12000 \$ Selling for 9500 \$ I've got another project and need the money. Pics available. Serious inquiries only. Marc 418-661-6143

1971 Triumph Spitfire Mark 4 Loss of storage forces reluctant sale of 1971 Triumph Spitfire Mark 4 project. Base car was complete, original, running well and rust free. Body has been removed from frame for restoration. All original parts have been retained and over \$2,000 of NOS parts purchased from the Roadster Factory. We can assist with moving the vehicle and parts. Asking \$4,500 or near offer. Call 233-7052. Victoria Ridley gemini@cyberus.ca

Complete TR-6, 1970, partly restored, frame reinforced in the usual places near rear suspension mounting points, some body panels repaired and primed, 3 fibreglass replacement fenders installed, partly disassembled, to be picked up, offers. crockerdh@aol.com

The Ottawa Valley Triumph Club is comprised of Approximately 65 members. The club meets at 7.30 pm 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 \$ 60.00 per year, corporate. **Please send membership applications** to: OVTC c/o Vivien Kaye, 1710 River Road, Manotick, Ont, K4M 1B4

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

OVTC Executive for 2002-2003

President

Andre Rousseau – Tel: 613-590-7365; Email andre@justdrive.ca

Past president

Stephane St-Amant – Tel: 819-643-9047; Email: steph71tr6@crosswinds.net

Treasurer and membership

Vivien Kaye – Tel: 613-692-1880; Email: njkid@cyberus.ca

Newsletter editor

Livia Haasper – Tel: 613- 257-5742; Email: wilivhaasper@sympatico.ca

Social

Louis Boucher – Tel: 819-682-0707; Email: louisboucher@videotron.ca

Regalia

Roly Mailloux – Tel: 613-226-8708; Email: rdmailloux@sympatico.ca

Webmaster

Andre Rousseau – Tel: 613-590-7365; Email: andre@justdrive.ca

Please send submissions for **OVERDRIVE** to Livia Haasper, 6th. Line Beckwith Tp. # 2481, R.R. 6 Smiths Falls, Ont. K7A 4S7. Tel. 613- 257- 5742, Fax.613- 257-1135, email wilivhaasper@sympatico.ca