



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club
September/October 2009



IN *OVERDRIVE*...

- 2 President's Message
- 3 BBQ at Dyer's
- 4 401-Pack
- 7 TRF Summer Party
- 8 Kingston Photos
- 11 Oil Drips
- 12 Autojumble

401-Pack Mini-TRials

Several OVTC members attended the inaugural trip to Prince Edward County for the new Canadian 6-Pack chapter. See article and photos inside...

NEXT EVENT

OVTC Elections – October 27, 2009

See page 2 for details.

PRESIDENT'S MESSAGE

By Don Leblanc

Election fever is in the air here in Ottawa yet again – yes that's right, elections for the club executive are fast approaching – you thought I was referring to something else, didn't you? Independent of anything happening on the federal scene, our election to choose a club executive for 2010 will be held at the October meeting. The meeting will be at Manordale, but the club will provide pizza and soft drinks that evening, so bring your appetite and come on out! We are asking for nominations now for people willing to volunteer. Participation from the members in the club is so important to keeping this an interesting and relevant organization. Please consider putting your name forward beforehand for one of the executive positions and get involved in helping to run this great club.



The September meeting featured a guest speaker who used to modify Triumphs for performance – including his own GT6, and had some interesting stories to tell of his experiences. It was fun. At this meeting we started distributing the DVDs with the newsletters from all the previous years and will continue at the next couple of meetings to get as many of them out as possible.

The club BBQ in August was a success and something I hope we will do again next year. Despite the persistent predictions for rainy weather, it turned out to be a beautiful sunny day and it was a fun event. Thank you to Tim and Sue Dyer for hosting it and for showing us around their farm. Some pictures are elsewhere in this newsletter.

Sadly, bad weather again affected the TriuMGee and we decided it was best to postpone it entirely until the spring. We will work very hard with the MG club to get this fun event back on both our calendars in the first part of the driving season next year. The Jaguar club also decided to cancel the fall rally in early October, which was a huge disappointment, but hopefully it will be back on next year.

We did manage to hold an OVTC fall colours drive on Saturday October 10. Hardly anyone participated unfortunately, but the weather was great and the few of us who went had a really nice drive and a good lunch on the shores of White Lake. Pictures are elsewhere in the newsletter.

Coming up this weekend, we still have the final organized event planned for this year.

- Sunday October 18 - Louis Boucher All Clubs Mount Tremblant Drive (rain date will be Sunday October 25). There will be more detail on this later. As usual, we have invited all the British clubs to this event. *(My apologies if this issue doesn't get out before the 18th – Ed.)*

I know I mentioned it last time, but if you haven't checked already, some pictures from the wettest All British Car Day (ABCD) ever are posted on the show website at www.britishcarday.ca. Enjoy! If anyone has more pictures from that day, could you please send them to me at president@ovtc.net and I can add them to the site. Next year's show will be on Saturday July 17.

Watkins Glen, Stowe, Bronte – all the big end of year events have happened now. I hope you've made it to at least some of them. I know we're nearing the end of the driving season, but with just a bit of luck there will still be some good top down driving weather ahead for at least a few more weeks.

Please remember that our annual elections meeting will be on Tuesday October 27 starting at 7 pm at the Manordale Community Centre. We need people interested in joining the executive to step forward. As mentioned earlier, do bring your appetite that evening – there will be pizza.

Cheers,
Don

EDITOR'S EXHAUST

By Martin Burt

First of all I'd like to apologize for the delay in getting this issue finished and out. I had planned to get it done in early September but life conspired to distract me with other things. Then I had hoped to finish it in early October and here we are 2/3 through the month and it's finally done. I'm sorry I didn't get it out in time to advertise some of our fall events. Those of you who've sent me material, rest assured it'll be used in a future issue (and keep it coming).

August was probably the best month we had for driving all season and I actually managed to attend some driving events. First off was the inaugural 401-Pack meeting for TR6 and TR250 owners, held in Belleville. The details are elsewhere in this issue, but I had a great time in the company of Triumph owners from all over southern and eastern Ontario, including Mike and Marjorie from our club. This is definitely something I'll be doing again and if the big 6-Pack meeting in the States is ever held within a reasonable driving distance I'll be there.

The following weekend was the club BBQ at Dyer's property. As this was a family event (and the Jag was partially disassembled in the garage) we couldn't take the TR6, but we all had a great time at the BBQ and I hope my girls left enough chips for everyone else.

And just a couple of days later was the club meeting at the Swan. I was a little late as I'd been helping a friend pick up his new Spitfire. It wasn't rolling when he got it, but he's since managed to get the suspension back on and taken it for a short drive to keep him inspired though his winter work. I'm sure he'll be a future member of the club.



Unfortunately it's nearly time to put the cars to bed for the winter. I have just installed a new mohair top on my car (watch for an article in a future issue) but as my brake master cylinder has decided to let go, I probably won't get a chance to try it out before spring.

As I didn't make it to any drives in September or October, please send me articles and photos for the next issue. All submissions are welcome and I'll see you at the elections!

Cheers,
Martin

P.S. Thanks to Caleb Armstrong of Belleville for the great cover photo!

OVTC 20th Anniversary BBQ

By Susannah Burttt (age 3 ½)

OVTC Picnic

(to the tune of Teddy Bear's Picnic)

If you go out to Tim`s farm today
You're sure of good company.
If you go out to Sue`s farm today
You won't see a Sprite or "B".

For every Spit that ever there was
Will gather there for certain, because
Today's the day the OVTC has their picnic.

CHORUS

*Picnic time for Triumph car,
The little British cars are having a lovely time today.
Watch them come from near and far,
And see them picnic on their Saturday.
Hot dogs, burgers, chips and beers,*

To mark our twenty years,

*We didn't go to a bar.
At six o'clock their mommies and daddies
Will drive them home to bed
Because Roly can't drive at night by star.*



If you go out to Tim`s farm today,
You'd better not go alone.
It's lovely out at Sue`s farm today,
It's no fun to stay at home .

Every "6" and "8" that ever there was
Will gather there for certain, because
Today's the day the OVTC has their picnic

CHORUS

Every member, that's been good
Is sure of a beer today
There's lots of wonderful things to eat
And fields full of bales of hay

By Tim`s new trees, just up to your knee
They'll talk about his broken down "3"
Today's the day the OVTC has their picnic

CHORUS



401-Pack Mini-Trials - Belleville

By Martin Burt

The gods of LBCs were shining on the first 401-Pack Mini-TRials in mid-August. Blessed by one of the nicest weekends of the year, TR6 enthusiasts gathered in Belleville for a fabulous weekend of top-down driving, good food, great scenery and a brown fuzzy beverage or two. The 401-Pack is a newly formed Canadian chapter of 6-Pack, the TR6 & 250 club of America. 6-Pack is best known for its lively and informative discussion forums and the annual TRials meeting. 6-Pack members can also form local chapters and last spring a group of TR6 owners in Toronto formed an Ontario/Quebec chapter and named it for the highway linking us. Although a number of smaller informal events have been held in the Toronto area, this was the first attempt to gather members from further afield and it was a great success.



The OVTC was represented at the event by Mike and Marjorie Graham and myself. I met up with Mike and Marjorie at noon on Friday, Aug. 15 at their house and we set out in blazing sunshine for the drive down to Belleville. Avoiding the 416/401, we took a more leisurely route across to Perth and then down Hwy 7 to Madoc before heading south to Belleville. After checking in at the Comfort Inn, our host hotel and managed by one of our 401-pack colleagues, we stocked the fridge and settled down in front of the golf to wait for other to arrive. By 5:30pm the parking lot was full of gleaming TR6's and a pack of owners introducing themselves to each other. We then convoyed along the Moira River to the beautiful home of Paul and Janet, our hosts for a wonderful BBQ. The winding, nighttime drive back to the hotel in the company of that distinctive burbling TR6 chorus was also a real treat.



The impromptu parking lot beer session back at the hotel didn't delay anyone from making our 9am start on Saturday morning. Mike and I looked on in amusement as our south-westerly cousins shined, polished, buffed and pampered their gleaming steeds while we concentrated on finishing our coffees. By the time we pulled out of the parking lot, we were a convoy of 14 TR6s from the Toronto area, Peterborough, Belleville, Kingston and Ottawa and a rented Porsche Boxter convertible tagging along for the ride. First stop was the RCAF Museum at Trenton, where we toured the museum which features the recently restored WW2 Handley Page Halifax bomber



recovered from a Norwegian lake in 1995. The only Halifax in North America required over 350,000 man hours to restore – remember that next time you complain about a couple of hours working on your Triumph! We were also treated to a private tour of the restoration shop and following a few group photos, headed off for Prince Edward County.

It's been a long time since I've been to the area and to visit it again in the company of so many beautiful cars was a real pleasure. While I've been in many club drives, this was the first time I've been in such a large group of a single model. Let me tell you, you really get noticed when 14 identical 35-40 year old cars motor past (especially those with the sports exhausts!) At noon we stopped at The Waring House for a great meal and a refreshing drink from the Barley Days Brewery located just



across the road. Back on the road and after just one wrong turn we arrived at the County Cider Company in Waupoos. Located on a hill overlooking the vineyards and lake, the tasting house patio umbrellas offered welcome relief from the hot sun and a perfect environment to taste the local wares. A stop at the Lake on the Mountain followed and after an exhilarating downhill run into Picton, we headed north off the island toward Shannonville Motorsport Park.



Although late in the afternoon, we were just in time to catch the last few laps of the day's motorcycle race. Back in Belleville, there was just time for a freshening shower to clean off the day's sunscreen and road grime, before heading to the Winchester Arms for our evening meal. Unfortunately, Mike, Marjorie and I were unable to uphold the OVTC's honour in the darts tournament, but since the trophy was distinctly "MG-ish" we didn't feel too bad about it. Back at the hotel, another parking lot meeting took place until hotel security closed us down for the night.



Several cars had to leave early to head home and some local members had early starts to help with the Kingston show, so we were a smaller group that set out on Sunday morning for Kingston. After a bit of a mix-up leaving Belleville that split the group, we all reconvened en-route in Napanee before proceeding across country to the shores of Lake Ontario. The weather was once again spectacular as we cruised lakeside into Kingston.



This year's Boot'n Bonnet show had the TR6 as its feature marque, so we were able to park together along the main entrance on arrival. One of our group took the award for the nest TR6. After a few hours at the show the group split up as everyone made their own way home. I returned up Hwy 15 in the company of my father in his 1968 Jaguar 420. A perfect way to end a perfect weekend.

Postscript: A month after our event, several other 401-Pack members made the long drive down to New Jersey for the 6-Pack annual Trials meeting. Next year's meeting is in Ohio, if anyone is interested in joining in. Closer to home, there are plans afoot to possibly host the 401-Pack meeting in Ottawa next year –stay tuned.



TRF Summer Party

By Dean Hummel

Let's get one thing straight: Armagh, PA is in the middle of nowhere.

A few observations about the party:

- Everyone who showed up at the TRF party came a good distance to be there. I.e. multiple hours of driving. Greatest distances driven were from Texas and Edmonton respectively.
- Almost all of the cars I saw were in great running condition. In fact, of all the over 200 cars I saw there were only 2 that were less than very good and they were locally owned.
- The roads in Pa. are very hilly and windy. Whoever made Pennsylvania made it for small British cars!
- There is a nuclear power plant between Indiana and Armagh. Quite near the plant is a town called Homer City. (!)
- The city of Indiana (where everyone stayed: there are no hotels in Armagh) is the birth place of Jimmy Stewart.
- The majority of TR8's had been modified in some way and from talking to some 6 and TR4 owners they had also modified their vehicles. For example someone in California can provide a 5 speed Toyota Celica transmission to fit a TR3!
- All aspects of the Triumph marque were well represented. From TR3s to 8s. Around 225 cars showed up



Driving to Toronto on Wednesday was uneventful, weather perfect. On Thursday the 6 hour run from Toronto to Pennsylvania was fine also except the fuel gauge went bust and started reading full no matter what. In all other respects the car ran fine. No worries: fill up every 200 miles (I averaged 23 mpg US gallons!.)

My cell phone died Thursday afternoon. This plays a role in events to come.

The Twin Pines motel is exactly as Dave H. advertised. Very basic and clean with friendly staff. After checking in I drove over to the Holiday Inn to meet the TR8 boys. We then drove down to the Roadster factory proper and I got introduced to Pennsylvania side roads for the first time. And my first view of the Roadster Factory.

This was followed by the 1st annual Bill Sweeting memorial drive. Bill, one of the first members of the TR8CCA passed away earlier this year. He is fondly remembered by all members of the Tr8 community. The drive ended at Bill's favorite restaurant, the Grapevine, where we had supper and drank many toasts to Bill's memory.



On Friday I wandered down to the store and picked up a few parts (25% off during the summer party!) I then spent a couple of hours chatting with the various Triumph owners who were camping on the TRF property. Then it was off to the drag strip. The Pittsburgh race way had been reserved for the entire day for the TRF party. Everyone participated. I took pictures :-0 Then it was back to TRF for a free dinner, the traditional bonfire, movie and fireworks.

On Saturday I had 2 options: poker run or Auto cross. I decided to do part of the poker run. After all the driving so far I wasn't sure I wanted to do another 75 miles. But the next thing I knew I was over half way done driving those marvelous narrow country roads.



On the way back from the drive, life started to get interesting. I "ran out of gas" going up a steep hill. There was about 3 gallons left in the tank and it sloshed to the back of the tank. The fuel pump was in front, so suddenly it was sucking air and worse, sludge. Do not know if the sludge was from the bottom of the tank (most likely), or if it was from bad fuel (also possible).



In either case I could not get the car started. Fortunately I was on a main road. Unfortunately my cell phone did not function. A fellow hobbyist saw me and drove me to a gas station where I got a gas can and fuel. With his help we got the fuel filter flushed of sludge and filled up the tank to the point where the car started. Went to the gas station and filled it up, then went to the store and bought 2 fuel filters and replaced the bad one.

But the problems did not stop there. After the filter was replaced the car would run very roughly and cut out at low idle. I got the car back to the motel and on the Indiana main street for the car show Saturday night. The entire main street was filled with Triumphs of all descriptions and models. Quite impressive. At the end of the evening awards were handed out and the TRG party concluded.

Due to the rough running state of the car, I made arrangements to drive with another guy back to Syracuse together in case of problems.



The next morning (Sunday) the car sounded even rougher than before, and there was a smell of gas. A check with a digital thermometer suggested that one or more of the cylinders were not firing. Our guess was the spark plugs had fouled on the crud from the fuel filter. My friend had to leave for Syracuse without me/ so I decided to go over to the hotel where all the experts were. The car was pretty rough but it made it to the hotel.

The experts checked it over and identified a split in the fuel hoses at the end which connects to the filter. The plugs were OK, and the not firing was likely due to fuel starvation. The last inch was cut off the fuel hose and the filter reconnected. But the car was still running very rough at idle.

When I showed them the fuel filter they concluded that the crud from the filter had gotten into the carburetor and was clogging the jets. Since the car was running well on high idle (i.e. normal driving) and would start easily if it cut out the recommendation was to drive it home. The feeling was that these situations can often clear themselves out kind of like passing a kidney stone.



So it was with some trepidation that I set out alone on the 600 mile drive. I figured that if the car broke down on the road the closer I was to home, the cheaper any towing etc. would be. Complicating the matter was a dead cell phone.

Anyway I set out and as long as the revs were up, the car ran OK. After about 150 miles on the highway I pulled off for gas. Taking my foot off the accelerator I was surprised to find the idle was much better but still lumpy. Looked like the experts were right. After another 150 or so, it was even better and by the time I got home the idle was better than when I left!



The rest of the drive home was uneventful.

If anyone has not been to the TRF party I would highly recommend it. It is an opportunity to meet a large number of the North American Triumph community. I could not have met a nicer bunch of people.

Overall the round trip was 1500 miles!

Kingston British Car Day



OIL DRIPS - OVTC Member Submissions

Ebay Finds



NOS Window Cranks

Sold for US\$190.86!!!

We finally have a website:
www.triumphmontreal.com

It would be great if you could add our website to your "links" section.

Thanks and many regards,

Arnold van Nieuwburg
Webmaster



André sent in this GT6 based E-Type look-a-like. Based on a GT6 with real E-type front and rear body panels. It sold for £3,355



August Club meeting at The Swan on the Rideau



EVENTS

October	18	All Clubs Drive to Tremblant (OVTC organized) –Rain date Oct. 25
	18	British Breakfast (Broadway restaurant – Fisher & Prince of Wales – 8:30 am)
	27	Monthly Club meeting – Knoxdale Community Centre – OVTC Elections & Pizza Night
November	15	British Breakfast (Broadway restaurant – Fisher & Prince of Wales – 8:30 am)
	24	Monthly Club meeting – Knoxdale Community Centre – Speaker TBD
December	15	OVTC Christmas Party

OVERDRIVE BACK ISSUES

Here are the passwords for back issues of the Overdrive, which can be found on the OVTC website at www.ovtc.net/overdrive.html

	Issue 003 = lemans	May = James	Oct = rain
	Issue 002 = hot	June = drive	Nov = fall
	Issue 001 = back	July = Doc	Dec = snow
	2007	Aug = Steph	2004
2009	Jan = nosnow	Sept = TR2	Jan = bonnet
	Feb = red	Oct = goodwood	Feb = clutch (not used)
	Mar = TR6	Nov = cold	Mar = diff
	Apr = spring	Dec = snow	Apr = kit
Sept/Oct = election	May = Ancaster	2005	May = speed
August = hazeldean	June-Aug = summer	Jan = yellow	Jun = RACING
July = starter	Sept = Fly	Feb = redtr3	Jul = ignition
June = volunteer	Oct = Orange	Mar = stag	Aug = gt6
May = fling	Dec = snow	April = GT6MK3	Sep = octane
April = gokart	2006	May = TR7	Oct = stainless
Winter = 20years	Jan = red	June = Spitfires	Nov = cam
2008	Feb = baby	July = Mosport	Dec = jingle
Issue 005 = 1971	Mar = smoke	Aug = ABCD	2003
Issue 004 = spitfire	April = triumph	Sept = TR4	Dec = peanut

AUTOJUMBLE

For Sale

1980 Triumph TR8 Convertible

Stock aluminum V8 engine, 5 speed transmission
 Compomotive 15 inch wheels with 205/50 Yokohama tires
 Black with black interior
 New black canvas soft top and new carpets
 Air Conditioner professionally converted to R 134a, needs recharge
 Lumention electronic ignition
 All new urethane suspension bushings front and back
 K&N air filters
 Rimmer's Rally spoiler (front)
 Stainless steel tailpipes
 100 Amp Delco alternator conversion
 Custom white faced instruments (easier to see at night)
 CD player with electric antenna
 High intensity tail lights
 Car is showing 76000 miles
 Too many new parts to list separately
 Second owner, have original new car window sticker
 Car originally from Virginia
 Original wheels and air cleaners
 Car and instrument panel featured on the cover of "How to Improve Triumph TR7, TR7-V8 and TR8"
 Car chosen as the car he would most like to take home from among 70 TR8s displayed at Roadster Factory 2003, by Graham Robson, noted Triumph author.
 \$12,500 firm
 Contact Paul MacDonald 613-226-2512 macdonaldp@rogers.com
 Ottawa, Ontario [1]



TR6 Convertible Top Boot in Biscuit

Brand new, Everflex convertible top cover from TRF. Biscuit colour (caramel tan). Never removed from packaging.
 Asking \$225.

Contact Martin at burttsympatico.ca [2]

TR3 parts for sale

Brake drums (2) - 10 inch, honed , sandblasted + painted
 Fender beads - rear (2) + front (1)
 NOS headlight trim rings(2) screw type

Contact Shaun @ shennessy@rogers.com [2]

Wanted

Looking for storage for my GT6 for the winter.
 I have a line on a commercial venue, but would prefer something closer to home and I could line someone else's wallet.
 Contact André at andre@gt6.ca [1]

*Submit your free ads to the
 Overdrive Editor
 (overdrive@ovtc.net)
 no later than the 1st of every
 month.*

*Ads will run for 3 issues
 before being deleted, unless
 you request an extension.*

Wanted

TR6 in good condition. Not interested a project car. Would prefer car being sold safetied. Please provide detailed information about vehicle condition, commission number and recent pictures (taken this year) of interior, body panels, underside, floor pans, trunk, rear deck etc. to tr6triumph@live.ca [2]

Older model Spitfire parts

I was given some parts for an older model Spitfire by Bill Ferguson, who had parted out a car last year but found a few extra bits and pieces recently in his basement and donated them to the OVTC. I would like to pass them on to someone in the club who needs them for their car. The parts are from either a Mk I or II model Spitfire. What we have are:

Rear quarter panel – should fit a Mk I (maybe Mk II)
 Generator
 Various headlight chrome pieces and side marker lights
 Some door handles and mechanism parts
 A few other bits and pieces

Please contact Don at president@ovtc.net and we can make arrangements. [2]

OVTC MEMBERSHIP

Join the Ottawa Valley Triumph Club

The Ottawa Valley Triumph Club is comprised of approximately 65 members.

The club meets at 7.00 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 Barry Bowden
31 Marchvale Dr
Kanata, ON K2W 1C1
Tel: 613-839-1110
E-mail: membership@ovtc.net

OVTC EXECUTIVE

President

Don LeBlanc
613-820-8680
president@ovtc.net

Vice-President

Wayne Mercer
613-792-1252
vp@ovtc.net

Treasurer & Membership

Barry Bowden
613-839-1110
membership@ovtc.net

Events Coordinator

Dean Hummel
613-591-7277
events@ovtc.net

Communications & Publicity

Pat Mills
613-825-1698
communications@ovtc.net

Regalia

Gord Robertson
613-226-5033
regalia@ovtc.net

Webmaster

André Rousseau
613-590-7365
webmaster@ovtc.net

Overdrive Editor

Martin Burt
613-489-1223
overdrive@ovtc.net