



# OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club  
November 2012



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## ABCD 2012

The weather cooperated and we have another great turnout for the British car event of the summer...

### NEXT EVENT

OVTC November Meeting – ELECTIONS & PIZZA

Nov. 27, 2012

Manordale Community Centre 7:30pm.

## President's Message - Elections

As most of you know, the OVTC has been operating without a President since Walter stepped down from the position in June. Kevin Kealty stepped up to help as a second VP along with Tony and the Executive has been trying to keep the club on course since then. However, we can't continue like this for next year.

The November meeting is our annual elections night and we'll be looking to club members to step up and help out. All positions are available (it would be nice to have a contested election for a change) and we'll really need to have someone take on the President's role to keep the club running smoothly. If you have any interest, talk to one of the current executive to find out more about what's required.

We'll also have pizza and drinks available at the meeting. Following the election and food, we'll be showing a Triumph related video. **Please note that meetings will start at 7:30 over the winter.**

### January Winter Bash – Host Needed

The Dyers will be unable to host this winter's now-traditional Winter Bash Pot Luck that takes the place of our normal January meeting. This event is normally held on a Saturday afternoon/evening in mid-late January and is a chance for club members, spouses, friends and kids to spend an after socializing and enjoying some home cooking prepared by our many talented members.

If anyone would like to volunteer to host a gathering at their home over the winter, the club would be most appreciative. Please contact an executive member if you'd like to find out more about the event or to offer to host the event.

### OVTC Christmas Party – December 11

The annual OVTC Christmas Party will be held at 7pm, December 11<sup>th</sup> at the Royal Oak Pub at 221 Echo Dr. (near the Pretoria Bridge).

All members, along with spouses/partners/significant others are invited to join us upstairs at the Oak for an informal meal before the madness of the holiday season descends.

As there is no regular meeting in December, this will be our last chance to reminisce about the fun and frustration we had with our cars in 2012 and look forward to next year's driving season.

We may even have a few goodies from Santa's sack to give out.

OVTC is now on Facebook – Click the link on the OVTC website or go to

<http://www.facebook.com/OttawaValleyTriumphClub>

To keep up with all the club news and don't forget to click:



Visit us on  
Facebook

## Interclub Darts Tournament - February 9, 2013

By Martin Burt



The annual All British Car Clubs Darts Tournament is set for the Barrhaven Legion on February 9.

Mark your calendars and start sharpening your arrows in preparation to defend the OVTC's honour against the MG, Jaguar and other Ottawa British car clubs.

## Regalia Update

There are some new items available in the "blue suitcase" that will be for sale at the November meeting and the Christmas dinner.



Club member Paul Hawkins has designed some new t-shirts. These are high quality Gildan shirts available in a range of sizes. Available in TR3, Spitfire, TR6 and TR7/8 versions, these natural colour shirts are available at the introductory price of \$15 until Christmas. Get yourself an early present.

We also had a successful sale of Soft-shell jackets. If you missed out and would be interested in getting one, let Martin know and if there's enough interest, we'll place a second order.

We also have window decals back in stock and the usual selection of hats, licence plate frames, golf shirts and fleece vests.



A new design of grill badge is now available to member at a cost of just \$20. These solid badges have a rear mounting.

# EDITOR'S EXHAUST

By Martin Burt

If it seems like a long time since you last read an Overdrive, it's because it has been. My apologies for my failure to get these out with any regularity. In honesty, I've run out of the energy to publish the newsletter on a timely basis and I will be stepping down from my position as editor at the end of this term. While I still hope to contribute to the club in other ways, I really think the club needs someone else to take on the production of the newsletter. So if you'd like to get involved in the club and fill what I think is an important role, please consider running in the elections next week. I'd be glad to help get you started.

As with most small clubs, the bulk of the work is done by a small number of members. The OVTC is no difference and as a result, there needs to be a constant influx of new people to lend their energy, ideas and enthusiasm to keep things running. There are many long time members who have done their bit in the past so it's important that new people step up and help to keep the club meaningful. Please think about lending a hand and running for a position.

See you at the November meeting and our Christmas dinner on December 11 at the Royal Oak.

Cheers, Martin

## Seen on eBay

The screenshot shows an eBay listing for 'HAUNTED triumph tr6 carbs & kits'. The item is for parts or not working, with a starting bid of US \$40.00 and 0 bids. The listing includes a photo of a yellow Triumph TR6 car decorated with spider webs and pumpkins. The seller is 'pop-pop4' with a 98% positive feedback rating. The listing also features an 'eBay Buyer Protection' badge and a 'SickKids' advertisement.

Item condition: For parts or not working

Time left: 6d 15h (Oct 31, 2012 08:35:07 PDT)

Starting bid: US \$40.00 [ 0 bids ]

Place bid

Enter US \$40.00 or more

Add to Watch list

Shipping: Not Available to Canada - Read item description or contact seller for details. | See details  
Item location: charleston, SC, United States  
Ships to: United States

Delivery: Varies

Payments: PayPal | See details

Returns: No returns or exchanges, but item is covered by eBay Buyer Protection.

Seller information  
pop-pop4 (176) ★  
98% Positive feedback

Save this seller  
See other items

HURRY ONLY 2 DAYS LEFT UNTIL THE EARLY BIRD DEADLINE

THIS IS YOUR CHANCE! ORDER NOW!

Click here for rules and regulations

ebay Buyer Protection  
Covers your purchase price plus original shipping.  
Learn more

SickKids

# 6-Pack TRials and Tribulations

By Martin Burt

“Go With The Flow” was the motto of this year’s 6-Pack Trials. Unfortunately, my previously trusty TR6 hadn’t heard the expression, and the trip to my first TRials in Niagara Falls wasn’t what I had planned.

I’ve been a member of 6-Pack, the North American Club for TR250 and TR6 owners, for a few years now and am a regular reader, if infrequent poster, on the fabulous club forums. What has always struck me about 6-Pack in comparison to many other web forums, is the almost exclusively friendly, helpful, and courteous discussions, not to mention the extremely knowledgeable members who freely give their advice. In addition to the forum, I’ve always read with interest the stories in the wonderful club magazine about the TRials meetings held each September. While I’ve attended a number of Mini-TRials events held in the “local” 401-Pack Chapter, the TRials are always just a bit too far away at a busy time of year for me.

But not this year! When Niagara Falls was announced as the location for 2012, only 330 short miles from home, I immediately booked my hotel room and confirmed my vacation time from work. In the weeks leading up to the TRials, I checked the car over, topped up all the fluids and polished the car as it’s never been polished before. Now, as most OVTC members know, my car isn’t a beauty queen by any means. It’s an honest driver, with faded paint and a touch of tin worm, but it had never looked as clean in all the time I’ve owned it. Mike and Marjorie Graham, had planned to leave the day before me and travel halfway to visit Mike’s sister near Peterborough, so I arranged an early start on Thursday in order to meet them by mid-morning and travel the rest of the way together. Safety in numbers and all that. The car was carefully packed with tools, spares, and refreshments on Wednesday night and I went to bed like an excited 6 year old on Christmas Eve.



At 7am the next morning, I kissed my kids goodbye as my wife took them off to school and jumped in the TR6. Full choke, turn the key, car roars into life - - - and dies. Try again -- nothing. Wait a minute - third time’s a charm - - - runs - - - and dies. WTF? I’ve owned my TR6 for almost 8 years and it has always been reliable, only letting me down once due to a failed rotor (I don’t count the time I needed the help of my 8 ½ month pregnant wife to bleed the clutch in a convenience store parking lot – before you ask, I didn’t make her crawl under the car). It’s never done this – and why now?

The problem seemed to be a lack of fuel, so the fuel filter was my first target. Unpack the entire trunk all over the driveway to get the spare filter carefully packed away under the spare tire. Start clamping the fuel line to replace the filter and get a better idea – check there’s fuel getting to the carb. On confirming fuel is reaching the carbs, try starting the car again. Something is different – sounds like the time the rotor failed? Check for spark – nothing. Now I’m chasing an ignition problem. Replace rotor, distributor cap, coil... Parts and tools are now being strewn about with abandon, timing light and multi meters festooned about the engine bay. Could it be the Pertronix? At this point I sheepishly discovered that in attacking the fuel filter, I’d inadvertently disconnected the power lead to the Pertronix which was hidden inside some plastic loom protector. With the lead reconnected, we have ignition – just no fuel.

As the time was ticking on, I called Mike and let him know that I was still at home, carless, and to go on without me. Despite all the cranking trying to get started, the front 3 plugs were dry as a bone, so my next target was the front carb. I removed the carb bowl and discovered the needle valve was sticking. In goes a new valve, back on with the bowl and Eureka - it runs! Quickly stuffing all the luggage, tools and spare parts back in the car, I set off for a quick test drive around the block. The car was fine up through 1<sup>st</sup> and 2<sup>nd</sup> gear, but as I shifted into 3<sup>rd</sup> it bogged down and lost power. I nursed it back into the garage and scratched my head again. It ran fine in the garage, revved up nicely to 4000rpm, but as soon as I took it out under any load it just didn't have anything to give. After another 30 minutes of tinkering and four hours after my planned departure time, I reluctantly transferred my gear to my Buick and set off disappointedly for the Falls, mumbling about sending the 6 to the crusher on Monday. Although the drive was faster and more comfortable, it just wasn't as fun as I had hoped or planned.

Despite the late start, I made good time and arrived in time to register and get to the welcome reception. The location on the hospitality patio overlooking the Falls was fantastic and I started to meet some of the folks I've read about on the forums over the years and many other 6-Pack members who aren't regular forum posters. It was clear that although the forums are an important part of the club, they aren't the whole club by any stretch of the imagination. The inevitable parking lot tour followed, to look at the beautiful cars that were assembled in the reserved 6-Pack parking area, complete with the complimentary plastic Go With The Flow beakers. There were of course many TR250 and TR6, plus a Stag and a much rarer Triumph 2000 (in primer grey with a Union Jack roof), in attendance from all over the US including Texas, Florida, South Carolina, Ohio, Illinois, Missouri, Kentucky, New Jersey and the winner of the long distance driving award, a spectacularly restored (and supercharged) TR6 driven all the way from Phoenix, Arizona! Impressively, only 4 cars were trailered to the TRials (not counting the Ontario car that broke down outside Hamilton and arrived to great applause on a CAA flatbed).



On Friday morning, fellow 401-Packer Rob Loftus from Kingston offered me a ride in his car for the winery tour which I was pleased to accept. Rob's car has lots of "Goodparts" under the skin and it was fun to experience how a more powerful engine transforms the car into what UK owners must have experienced without the North American Strombergization of the car. I've been on some largish club drives before, but seeing a convoy of close to 80 Triumphs pull into a Tim Horton's parking lot on a Friday morning was something else. Following lunch and a tour at the Hernder winery, Rob had to head straight to the whirlpool boat tour, so I hitched a ride back to the hotel with Boyd Wagner in his spectacular TR250. Boyd is from Pennsylvania and is a close neighbour of TR6 maestro Richard Good. It was my first time in that model and again, I was treated to some spirited driving in another car that's benefited from Goodpart's magic.

As everyone headed off to the various afternoon activities, I was able to offer a few others transportation in my more spacious vehicle to the Spanish Aerocar ride over the Whirlpool, downstream from the falls. We were somewhat puzzled by

the two police officers who accompanied us across the gorge, carefully scanning the water surface with binoculars. After disembarking at the end of the ride, the cable car headed back out with just the police aboard and stopped over the middle of the river. Reading the local paper the next morning, I was stunned to read that police had discovered an arm and leg floating in the Niagara River at the time we had done our tour. These were linked to a dismembered torso that had been found the week before!

An early dinner at a Brazilian BBQ restaurant morphed into several beers while watching the fireworks display from the patio and then a late night of cigars, rum and a little Joe Walsh until the wee hours in the company of some new and old friends. When I dragged myself out of bed in the morning, I was surprised to see that the rain promised by our normally unreliable weathermen had developed since I'd staggered from the dry and pleasant patio a few short hours earlier. Actually, rain is a bit of an understatement. Monsoon is more appropriate. For the first time, I was a little bit glad I didn't have my TR6, as I drove my warm and dry car to the car show location by the river. I felt sorry for organizer's Tush and Fid's hard work in securing the location for what turned out to be such a miserable day. Although a large pavilion kept everyone dry during the BBQ lunch, the judging of the concours cars back at the hotel meant many cars did not arrive on site until midday and there wasn't a chance to see all of the cars assembled in one place. The sky was beginning to brighten when cars began to leave the park for the afternoon's self guided drives.

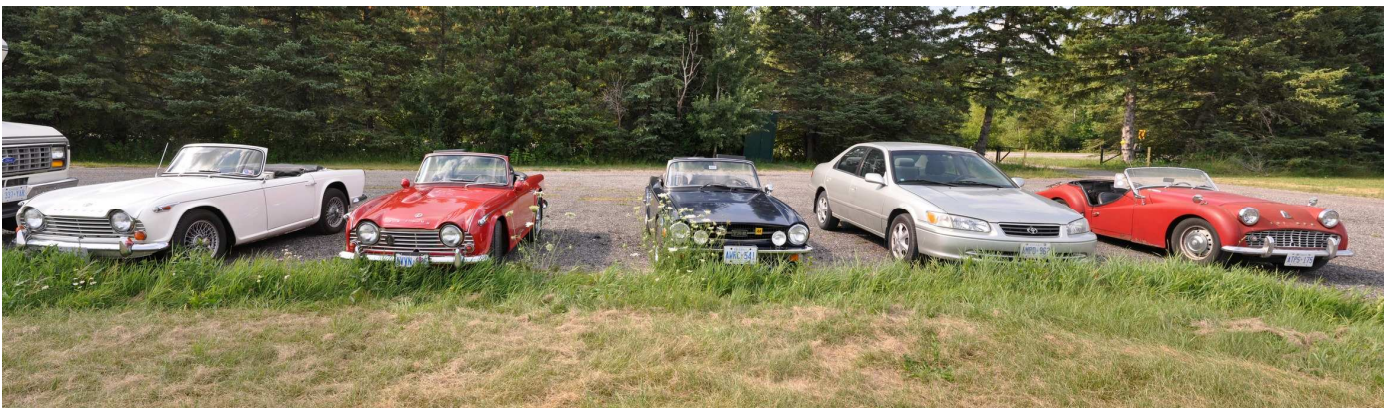


Following a long line of TR6 and TR250s out of town along the Niagara Parkway in my Buick, I felt like a bit of a spectator, but it was neat to see the reaction of bystanders to such an unfamiliar sight. After a stop to walk around Niagara on the Lake, during which the sun re-appeared, it was on to the Strewn winery for a tour and some sampling, before heading back to Niagara Falls.

The evening banquet provided a chance to meet yet more club members at my table (including two members of the Wildrose Chapter who'd flown in from Calgary for the weekend), see a slide show of what others had been up to over the weekend and enjoy a nice meal. After dinner, the awards were presented for the car show and then the news that everyone had been waiting for - the announcement of the location of the 2013 TRials. I'd never heard of the Leelanau Peninsula, Michigan, but I've since learnt it's a beautiful spot with great driving roads and lots to see and do. After a beer or two on the patio, I called it a night fairly early and woke early to discover the parking lot was already emptying of Triumphs as some early birds had already set off for the long trip home.

On the drive home, I reflected on my first TRials and realized that although I had met many new people, there were still many more I had seen over the three days that I hadn't even had a chance to talk to. And despite not having my TR6, I'd had a great time and benefited from the generosity of others as a passenger in cars I wouldn't otherwise have experienced. I guess it was a case of Go With The Flow.

Postscript: The problem with my car was eventually traced to a sticking needle valve in the rear carb. The car's running fine again and planning has begun for next September's longer trip to Michigan. I hope I don't arrive in a Buick.





# OVTC Events Calendar – 2012-13



<i>November</i>	27	<b>Monthly Club meeting – Knoxdale Community Centre 7pm (Elections and Pizza night)</b>
<i>December</i>	11	<b>OVTC Christmas Party, upstairs at the Royal Oak, 221 Echo Drive at 7:00 pm.</b>
	16	<b>British Breakfast - Broadway Bar and Grill, 1896 Prince of Wales Drive</b>
<i>January</i>	20	<b>British Breakfast, Broadway Bar and Grill, 1896 Prince of Wales Drive</b>
	TBC	<b>OVTC Winter Bash</b>
<i>February</i>	11	<b>All Clubs Darts Tournament – Barrhaven Legion</b>
	17	<b>British Breakfast, Broadway Bar and Grill, 1896 Prince of Wales Drive</b>
	26	<b>Regular meeting of OVTC held at Knoxdale Community Centre 7pm</b>
<i>March</i>	17	<b>Breakfast, Broadway Bar and Grill, 1896 Prince of Wales Drive</b>
	26	<b>Regular meeting of OVTC held at Knoxdale Community Centre 7:00 pm</b>

Check <http://www.ovtc.net/calendar.html> for the latest news on OVTC events.



# AUTOJUMBLE

**FOR SALE:** Transverse Rear Leaf Spring for Spitfire 1500. Brand new still wrapped in original packaging. \$225. Please contact Stephan at 613-253-7851. [1]

**WINTER STORAGE:** The place where I normally store my car for the winter has shut down so I need another place to store it.

Would anyone in the club have suggestions? Indoors, Ottawa or Gatineau area, preferably heated if possible. Dean Hummel, [rassclaht@mitfog.com](mailto:rassclaht@mitfog.com).

**SPITFIRE TONNEAU COVER:** Good condition, not needed by me, free to a good home. Call Jean Gauvreau, 613-864-1338.

**WANTED:** Triumph TR6 "A" Type Overdrive transmission complete and in working condition Please contact Jean at [beaudry\\_jean@videotron.ca](mailto:beaudry_jean@videotron.ca).

**FOR SALE:** TWO GT6s: (1) GT6 1970 red in colour in good running condition, engine rebuilt, body restored, needs some interior work. Sale price \$6000; (2) GT6+ 1969 with electric overdrive. Parts car or will require extensive body restoration. Includes some spare replacement body parts for restoration. Not running in twenty years. \$1000. Contact Dan Cameron 613-867-5024

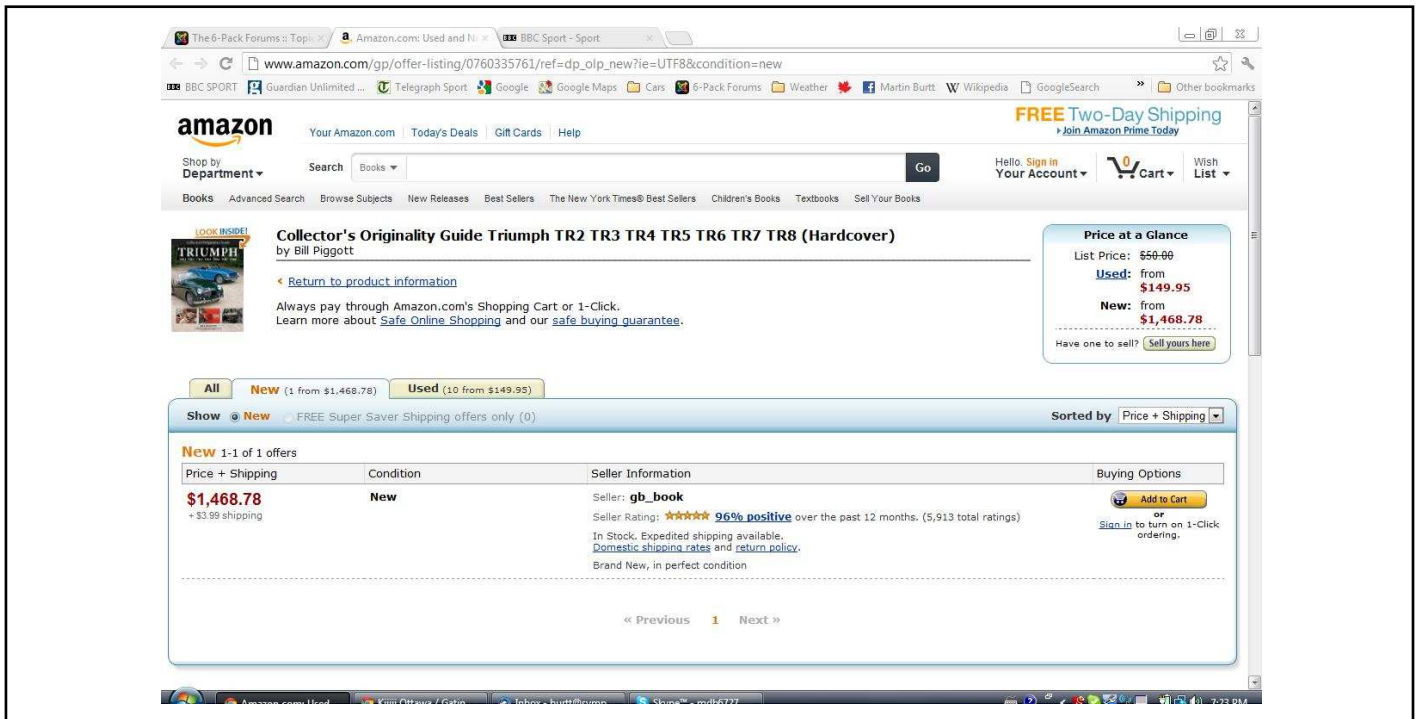
**WANTED:** Triumph TR6 engine. Looking to for a complete engine (1973 or earlier preferred) to rebuild. Must have solid block and intact head. Please contact Stephan at 613-253-7851. [2]

**WIRE WHEEL:** The tire is unuseable, cracked, and worn. The rim might be OK but not sure. It's a Finacentres Tractionline tire, 6.85-15/6.00-15. FREE to good home. Shannon Lee Mannion, 613-594-9128, [ottawavalleylandrovers@sympatico.ca](mailto:ottawavalleylandrovers@sympatico.ca)

**FOR SALE:** TR6 PARTS. 3 x 15" Micheline Redlines, 45,000 miles, good condition, plus 1 Coker clone, 650 miles, like new, \$250 for all 4. Dual Stromberg carbs, ran perfectly when replaced by Webbers in 2010, \$250 FIRM. Call Eric, evenings @ 613-756-2763 or email [canoes@nrtco.net](mailto:canoes@nrtco.net)

**FOR SALE:** Four slotted rims for GT6. Asking \$600. Andre Rousseau. [andre@gt6.ca](mailto:andre@gt6.ca)

*Submit your free ads to the Overdrive Editor ([overdrive@ovtc.net](mailto:overdrive@ovtc.net)) no later than the 1<sup>st</sup> of every month.*



# 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 Stephan Briere  
 188 Hawkins DR  
 Carleton Place, ON K7C 0C4  
 Tel: 613-253-7851  
 E-mail: [membership@ovtc.net](mailto:membership@ovtc.net)

## OVTC EXECUTIVE

### President

Vacant

### Past-President

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### Vice-President

Kevin Kealty

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