



VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

June, 1995

'El Presidente' says:



In This Issue:

- *Canadian Classic returns to Ottawa in '96*
- *Membership Fee Renewal time arrives ...*
- *"OIL DRIPS"*

Cover: Here's Clive, hoping as many OVTC members can come to the Richmond Classic Car Show, this June 25th.

Editor's Note: (Julio) - Summer days, of sunshine and warm weather, are here again in full. But they seem to happen from Monday to Friday only. What happened to Saturday and especially Sunday? It seems to rain every Sunday (or is it my imagination?), so if anyone in the OVTC has any pull with the man upstairs, put in a good word for us, o.k.? Let's keep hoping it will be a clear day this June 25th. Remember - it's called Sunday!

Editor's Note: (John) - The clutch that haunts me! Remember how last year I had my slipping clutch? I'd replaced it with a new unit when I swapped the o/d transmission from the parts car last fall. Now, the clutch has recently begun to get harder and harder to engage, and reverse makes a helluva noise. It looks like a 'Benco' job is now needed to space the slave cylinder to allow greater travel. Always something!



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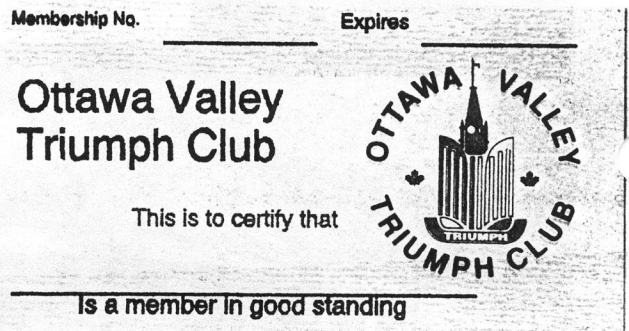
Annual Memberships now due!

Please note: If your membership is due for June, this will be your last newsletter! David and I will be working closely to keep all renewals on the list for the July and future meetings. Don't delay!!

With just a couple of exceptions (your mailing label will indicate the date), all membership fees are now due. For those not paid up by

mid-July, this will be your last newsletter! Please take the opportunity to contact your membership coordinator, David Huddleson, using the tag attached to your May newsletter, or in person. If you can attend the June 25th Richmond show or the June 26th meeting, please take the opportunity to remit your fees at either time (cash, or cheque payable to 'Ottawa Valley Triumph Club') or by mail (cheque only!) to David, or to Jane Benco. The next year looks to be our best yet in terms of upcoming activities and events.

In the past, some of you have inquired about having a membership card or other suitable identification. We are pleased to inform you that with your renewal this year, you will receive a membership card resembling the following :



The card will identify you as a member of the OVTC, and entitled to the discounts available through the club from our corporate members. These establishments will require you to produce your i.d. in order to receive the discounts, so don't think you can 'bluff' your way along! There will also be a new membership list produced, providing the names, addresses and phone numbers of all members for 1995/96. This is something that has been requested in the past also, so look for it in the near future.

A lot of hard work has gone into building and maintaining the club as it is today, and we'll keep trying to make this the best enthusiast club around, so please support your club.

Come out to meetings and events, come along on fun runs. Hey, after all, like peanuts, Triumphs are best enjoyed in numbers!!

May 22nd Meeting:

A small but enthusiastic group turned out for the May meeting, the low number attributable to (we hope) the long weekend, Tulip Festival and other local goings-on. By 'enthusiastic', I mean that several of those who did attend did so in their TRs. After a moderate amount of tire-kicking, things moved inside (where there was coffee and timbits!).

Richmond Import Classic & Sports Car Show - June 25:

All is looking good for the Richmond show. Since the April meeting, I've received some calls from members wishing to volunteer their services (bless you!) and contacted a few others by phone (bless you, too!!). The OVTC display is coming along well (this year's theme must remain secret until the show), the volunteer hats are in, the grounds layout is set, etc., etc., etc.. An executive meeting was held on May 29th, at which a few more details were ironed out. This is going to be a great show! Now, just keep your fingers (toes, eyes, and anything else you can spare) crossed that the weather is favourable!

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Membership Drive for 1995:

As mentioned in our May newsletter, the response to our first ad was underwhelming. It was decided at the May meeting to run the

ad in the Citizen again, only in the regular *Sports Car Sales* section as we did last year, rather than in *Sports Car Corner*. Who knows what made the big difference from last year (when we got 13 members from 2 ads) versus this year. The membership ad will be run once more, while we'll be placing 3 ads for the Richmond show. Don't forget to take the opportunity to flag down any unfamiliar TRs you happen to run across (P.S. - does everyone have an OVTC window decal? If not, they can be purchased from Pat Mills for \$4 each). As discussed at the May meeting, Clive will also be putting together a mailing to all those persons over the past few years who have belonged at one time, in an attempt to draw some more members back into the fold. Our peak was at the height of the Classic in 1991 - perhaps word of the 1996 Classic will have the same effect! Let's all hope so!

1996 Canadian Classic - in Ottawa!

Clive was telling us at the May meeting that he has received a verbal confirmation from Robin Searle of the TTC that we are to be having the 11th Canadian Classic here in Ottawa! Robin told Clive that a letter had been sent out to that respect, though it never got to Clive. At any rate, the show goes on! Let's see if we can beat our record high of 147 registrants set in 1991. We'll also have to decide on a theme for the show (for those who attended in '91, maybe: "I'm a lumberjack, and I'm still O.K.?"?) Clive mentioned at the meeting that this is a huge endeavour (Malcolm Brown will attest to that!), so volunteers will soon be needed to begin the planning process, perhaps in the form of a committee. Contact Clive if you wish to be in on the action!

Canadian Automotive Museum - Oshawa:

A vote was taken at the last meeting regarding whether to donate \$200 to the Museum's fund raising drive. As we are a British car club, the

result of the vote was decidedly against the motion.

Not many have responded to this, the most economical of our getaways. We'll tell you what you missed next month.

"Annual Spring-Open Rally" - June 18:

The Morgan Club puts this rally on in conjunction with the Motorsport Club. To quote: "The Rally is designed to be run with the beginner in mind yet still be enjoyable for the more proficient rally driver. The Rally is open to all sportscar groups, not just Morgans." The participants will meet at the Ottawa Flying Club parking lot off Hunt Club Road, where a briefing will be given at 10:30. The first car will be away at 11:00. The course is approximately 80 miles in length, and will take about 3 hours to complete. The rally is laid out using a penalty point system - the car/team with the least number of points wins.

The registration fee is \$12. The rally has a limited registration number of 25, so if you are interested, you should phone Ed Burman at (613) 839-3041 to register. Clive has signed up for this one, so we'll hear how he made out in next month's issue.



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TR Register Membership:

It was decided by a show of hands that our club join the TR Register in their 25th anniversary year. For an overseas membership cost of £32, we'll receive 8 issues of the club magazine, TR action, plus information of relevance to Triumphs on both sides of the

pond. Lori and I are hoping to connect with some Register folks on our holidays this year. We'll also encourage our U.K. brethren to come over here and see how we put on a show - namely the 1996 Canadian Classic in Ottawa! Eh, what!?

'Triumph World' Subscription:

It was also decided by a show of hands to take out a club subscription for 'Triumph World' magazine, the new Triumph-only magazine from the U.K. As the magazine is not available (for the moment, at least) on Canadian shelves, subscribing via the U.S. distributor was the only way to get access. I called and placed the subscription the other day (also ordering the first 2 issues as 'back issues' to complete the set), so they will be available from myself or Julio (who has them at present) for anyone wishing to have a look-see. The first two issues have already arrived, and they're quite an eyeful!

Technical Talk - Brian Mills:

Brian Mills was on stage again at the May meeting to give the TR6 owners yet more sleepless nights - this time, the weak spot in the spotlight was the rear axle. Over the years, the grease applied at the factory goes dry, resembling peanut butter. The rear bearings, unlike the front, are very difficult to get out, often requiring over 30 tons of force to pop the hub. Brian has devised a jig to hold the rear hub while pressing out the bearings, to avoid warping the surface where the tire bolts on.

The bearing kit to refresh those old, dry rear assemblies is generally around \$40 per side, and includes all that you need. The trick is, to have the proper facilities to do the job. This would best be an over-the-winter project (after all, we all put our cars up on blocks anyway, don't we?), so keep it in mind come fall. Brian can provide more details on what is required.

Moving Beauty Exhibition - Montreal:

I saw this advertised in the paper recently. Apparently, the Montreal Museum of Fine Arts is celebrating its 135th birthday with the "Moving Beauty Collection" - an exhibit of '50 of the finest, boldest and most extravagant automobiles ever built'. The two cars pictured in the paper are a '1926 Panhard-Levassor 35 CV', and a 'Lagonda LeMans Lancefield V12'. Both of these look to meet the criteria for the show, judging by their pictures! The exhibition is on until Oct. 15, so there's plenty of time for you to decide. For more information, call (514) 285-2000.

Porsche Concours - May 28th:

Lori and I dropped in on the Porsche Club concours at Andrew Haydon Park. While the weather was (as usual it seems, for events held there) threatening, quite a large number of both early and late Porsches turned out, as well as some nice cars from other clubs (Jag and Lotus in particular). My personal favourites are the 356s, perhaps as they relate more to the British cars we drive than do the later luxu-missile 911s (mind you, I wouldn't kick one out of my garage on that basis!).

VARAC Races - Mosport - June 3,4:

Anyone who thinks classic cars of British and other descent are just for polishing and admiring had better not go watch vintage racing. For anyone else, I highly recommend it! Gord Robertson and I went down Saturday morning (despite the rain!) and arrived as the weather was clearing.

The VARAC races are something else! There were Porsches, Alfas, MGs, Jags (including a D-type!), Volvos - you name it. There were even a couple of TRs. One, a stripped-down TR4, had to retire halfway through its race on the Sunday (I don't know the reason, so you'll have to choose amongst the possibilities); the other, a TR4-based racer in BRG, met a

similar fate. The highlight of the trip was watching the Baker family put their stable of cars through their paces. In particular, Brad Baker's Mini Cooper seemed to defy the rules of physics when it came to speed and handling. In one 12-lap race, this little Mini managed to lap the entire field at least once, and twice for the slower cars! We were located at turn 2, which is a sharp, downward 110-degree turn before climbing into turn 3: while other cars (particularly heavier ones like Corvettes and Daimlers) had to ease off, Baker's Mini was full-throttle, two-wheeled almost every pass!

While the crowds were small in comparison to usual Mosport events, 'a great time was had by all!'

Prince Edward County Tour - B'n'B Club:

Joe Lightfoot and the Boot'n'Bonnet Club are again hosting this, their 4th annual County tour. I still insist that the County has some of the best scenic roads for our cars to sample, and it's not far away at all! Past tours have included a BBQ and corn roast. The tour is the weekend of the 15th and 16th of July. For more information or to join the queue, call Julio at 727-8113.

At the Newsstands...

The June issue of **British Car** has a good one-two punch on Triumph features: the first is a heavy dose of TR8 material (design, enhancements, etc), plus a good story on the TR3A-based 'Italia' coupe (including photos of one with just 27.4 km on the odometer! It makes you wish Triumph wasn't so cash-strapped back then - it might've been produced in large numbers.

The July issue of **Classic and Sportscar** has a good story (and photos) on the TR4 - what they call Triumph's best (oh well, each to their own!). Of course, the rest of the

magazine has plenty of other car articles and photos as well - a good read!

Classifieds:

- Spitfire hardtop (original) - \$150. Call Jeff Threader at 825-2614.
- Complete twin-pipe exhaust system for later TR6 - excellent condition. \$100. Call Mike Crawford at 823-6642.
- 1972 GT6 Mk III. This is a one-owner car, with original paint, tires and interior; \$000s spent replacing worn parts - full records; 35,000 miles; new transmission. Asking \$7,500. Call Mrs. Sims at 226-5139 for more. (I saw this at Global Auto - it's a really solid, original car!)
- 1969 TR6. A complete car, it needs some paint and chassis work. The owner is asking \$2,500. Call Paul at: 745-1408 (h), or 842-1926 (w).
- Want to build yourself a TR6?
 - All parts from 2 TR6s, many in restored condition;
 - Partially restored body, good wings, boot, bonnet and windscreen. New floor, sills and more, on jig;
 - Fully restored and boxed-in 1971 frame;
 - 4 almost-new Michelin redlines;
 - Many new & restored parts, bushings;
 - 2 engines, 1 partially disassembled;
 - 2 standard gearboxes;
 - 1 overdrive gearbox (A-type);
 - 2 differentials

\$3,000 for the lot (sorry, not selling separately!)

Please call: Sandy Beveridge
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"OIL DRIPS" (by Julio)

- Steve Lashley has sold his TR7 convertible (thus reducing his inventory). The lucky new owners (and soon-to-be-new-members?) are a local couple, who couldn't resist that splashy red paint job.
- Dave Huddleson has taken his vendors assignment for the Richmond show seriously - he'll be a vendor himself! Dave will be selling parts for TRs, MGs, Minis - all sorts of bric-a-brac that he's accumulated over the past few years.
- Poor Jeff (Threader) is still trying to find out why his 1500 Spitfire with all the good stuff (performance cam, etc.) on it is running rough. Apparently an old lady in a wheelchair can pass him. Any members with Spits having knowledge of performance mods can contact me (Julio) at 727-8113 to find the gremlin lurking in his car. Thanks!
- For TR3 owners - when travelling, make sure your side curtains are very accessible if bad weather is on the horizon. Don't pack them at the bottom of the boot like I did. Travelling to Mosport on Saturday, we hit a little (!) rain by the time we hit Brockville. I could swear Jane had the fishing rod out, hoping to catch dinner on her side of the cockpit! (P.S. it was worth it - great racing and a good time (and one sunny Sunday for the return!)
- Our club display is coming along nicely, and we hope to beat the Morgan club for the event display trophy. Sometime great minds think alike, as it seems one of the other clubs is setting up a display similar to ours. How can that be? I thought only people with great minds drive Triumphs?
- Mike Crawford had his TR6 frame galvanized, and it is all nice and shiny. Maybe he should not put the body back on! Or maybe he should hang the frame on the wall, like my carbs. What do you think, Mike?

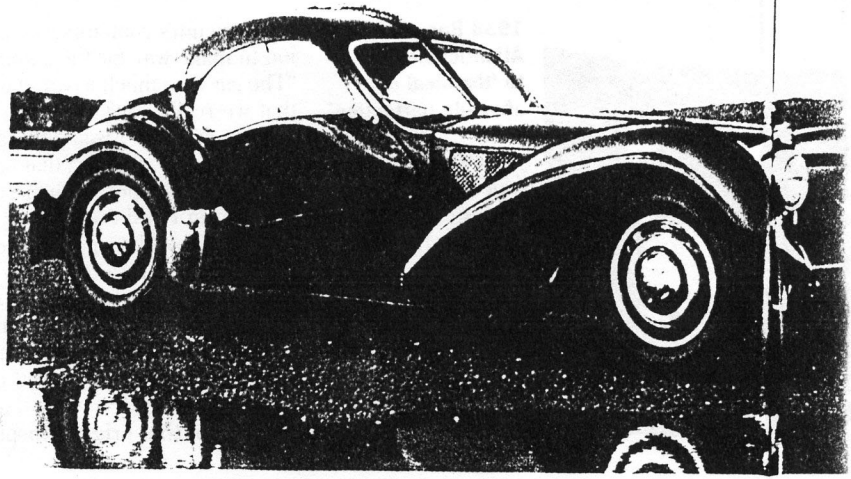
DESIGN

The car is stunning, a gleaming jewel in black and chrome. It is a 1938 Bugatti 57 Atlantic, and Pierre Théberge, director of the Montreal Museum of Fine Arts, pauses to run a reflective eye over the French-made vehicle's fluid lines. "This is a masterpiece," he says, "created by Jean Bugatti at the company's factory in Alsace only a year before he died." His gaze lingers, following the smoothly flowing curve of fender and roof, the raised spine of rivetting that stitches together the entire, exotic creation and the curious passenger compartment, shaped like a skull with drooping eyes. "They threw out the rule book on this one," he says. "We're looking at pure form here, a sculpture as much as a car. Of all the pieces in our exhibit, the Atlantic is probably the one that most closely approaches the ideal of absolute perfection in automobile design."

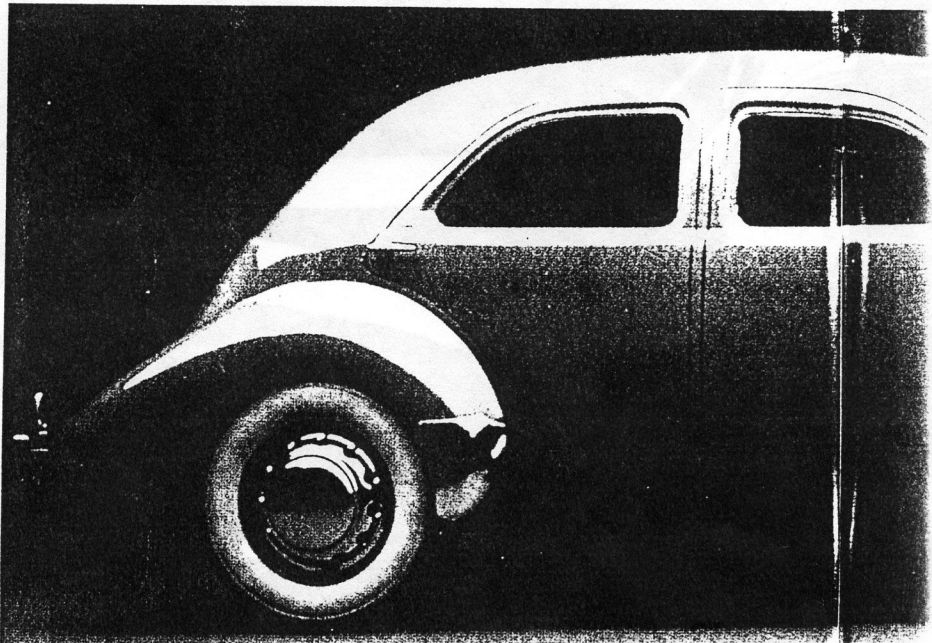
There are other examples of that ideal currently on display at the Montreal museum, 49 of them to be exact. A collection of sometimes weird, often wonderful, machines, each one an experiment in automotive design, the show is scattered over two floors of the MMFA's south pavilion. Titled *Moving Beauty*, it looks at the evolution of the automobile from a fresh perspective, as a stylistic creation rather than a product of the technological revolution, from its inception in the late-19th century to the present preoccupation with the automobile's impact on the environment. And in the process, the show has angered Montreal's artistic community, while clearly delighting the public at large.

If attendance figures are any guide, *Moving Beauty* may well turn out to be one of the most successful exhibits mounted by the MMFA. More than 35,000 people have visited the show since its May 11 opening, and close to 300,000 are expected by the time it finishes on Oct. 15. Weekend lineups to glimpse the 50 cars on display have become routine. Even before the exhibit's launch, \$1.2 million in sponsorships had been arranged, a record for the museum. Théberge, who conceived and designed *Moving Beauty* himself, makes no attempt to disguise his hopes that the show will turn a profit. "What's wrong with that?" he shrugs. "It's no secret that we could use the money."

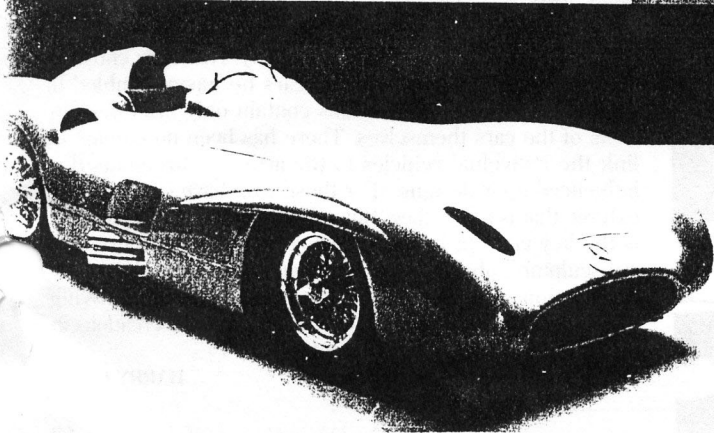
Money, in fact, is at the heart of the entire debate about *Moving Beauty*. The show carries a \$3-million price tag—for insurance, shipping, research and publicity. What is more, it opened a month before an equally expensive exhibit, a \$3.2-million showing of European Symbolist art in the MMFA's north pavilion, across the street. While corporate sponsorships have helped to cover some of the costs, the museum was also hit this year by a \$1.5-million cut to its \$14.9-million



CLASSY CHA



1936 Cord 810 Westchester; 1954 Mercedes-Benz W196 Stromlinienwagen (left); 1914 Alpha 40/60 Ricotti (right): weird and wonderful



grant from the province of Quebec. As a result, Théberge has eliminated 18 out of 230 full-time positions and closed the museum library to the public. And that prompted a demonstration by a milling crowd of angry Montreal artists, who picketed *Moving Beauty*'s launch, accusing Théberge not only of mismanagement but also of debasing the museum's standards by attempting to portray cars as objects of fine art in a vulgar pursuit of profits. "The timing was unfortunate," Théberge sighs, "but we started to organize those two shows long before we knew the government was going to cut our funding."

The MMFA director offers no apologies, however, for clearing

1938 Bugatti 57 Atlantic: closest to 'the ideal of absolute perfection'

the museum's contemporary art pavilion to make way for the automobiles. "The car is so much a part of our lives that we really don't see it for what it is," he explains. "I wanted to get people to step back and look at the car as an object that has been conceived and designed—created, in short." Théberge says that the idea dawned during an exhibition the museum staged in 1991, *The 1920s: Age of the Metropolis*. "There was a Bugatti in that show," he says, "and I was suddenly struck by the astonishing number of connections that could be made between the car and Art Deco. It occurred to me then that the automobile would be an excellent subject for an exhibition that would treat it as an independent object, outside the history of mechanics and technology."

Moving Beauty is the result of that original inspiration.

Théberge assembled the collection himself, after scouring public and private collections in Canada as well as in the United States, Britain, France, Germany and Italy. The Bugatti Atlantic is owned by designer Ralph Lauren, while 1941 Chrysler Newport, part of the collection of the Willia F. Harrah Foundation, once belonged to actress Lana Turner.

The very first patented car propelled by an internal combustion engine is on display, an 1886 Benz. It is a delicate contraption, not much more than a motorized tricycle. At the other end of the scale in both time and vision is a 1957 Cadillac Eldorado Brougham, the epitome of the North American consumer society's dream of abundance and prosperity. In between are all manner of creations, ranging from ill-fated classics such as the 1934 Chrysler Airlow, the 1936 Cord Westchester and the 1948 Tucker, to the elegance of today's still-popular, if outrageously expensive, Porsche and Ferrari roadsters, which range in price from \$95,000 to \$700,000.

Among the most bizarre in appearance are a trio of revolutionary vehicles from the early years of the century. The 1914 Alfa 40/60 Ricotti, commissioned by an Italian count, is a silver egg on wheels straight out of a Jules Verne novel. The 1916 Miller Golden Submarine, built for American racing legend Barney Oldfield, gets its name from its appearance. The 1921 Rumpler Tropfenwagen, a teardrop-shaped vehicle, recalls the gondolas that hung from the

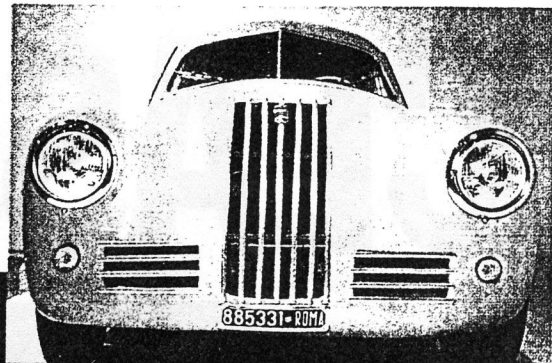
bellies of the dirigibles of the same period. These vehicles were early experiments in aerodynamics, placing them well ahead of their boxlike contemporaries, vehicles including the ubiquitous Ford Model T, which dominated automotive design in both Europe and the United States at the time.

Théberge argues that the automobile, throughout its history, has conformed to two basic morphological types. The first, which has given rise to the vast majority of cars on the road today, resulted from the natural evolution of replacing the horse on the buggy with an engine. But the second, which inspired the MMFA's exhibit, is entirely removed from the concept of the horseless carriage, and involves principles of aerodynamics or esthetics, or a combination of the two. "Most of the cars you see around here exemplify this truly revolutionary, experimental and prototypical automobile," he says. "In short, the ideal car."

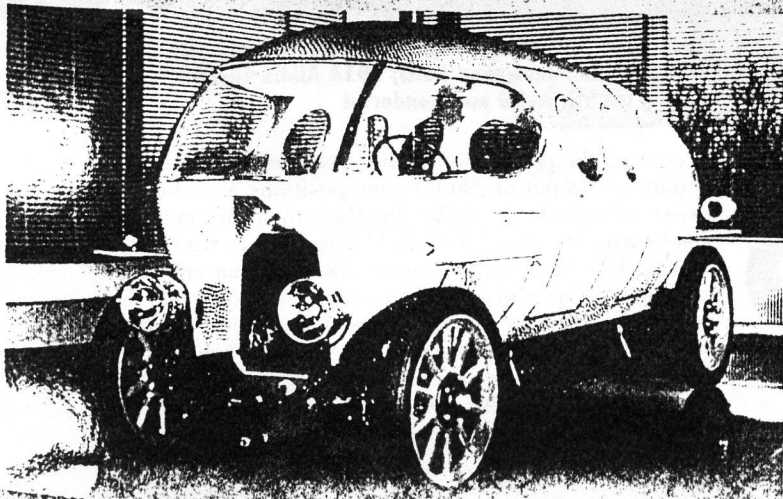
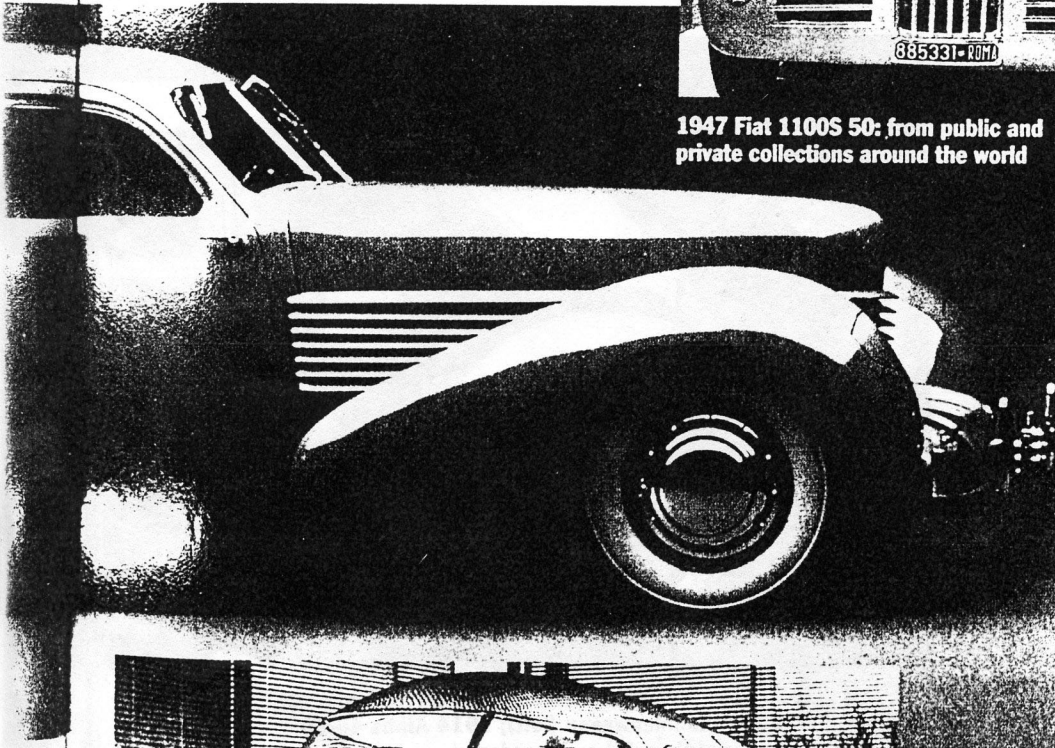
That is precisely why Théberge chose to display the rare cars he has assembled in such a spare setting. The walls contain only brief descriptions of the cars themselves. There has been no attempt to link the individual vehicles to the artistic movements that influenced their designs. For those who have criticized the exhibit, that is a fatal flaw. But, argues Théberge, "Pure form is the key concept here. The whole point is that these cars are sculpture, objects of art to be gazed at in search of comprehension, not driven." On that count at least, Moving Beauty is as fascinating a concept as many of the creations in glass, steel and leather that it contains.

BARRY CAME

HASSIS



1947 Fiat 1100S 50: from public and private collections around the world





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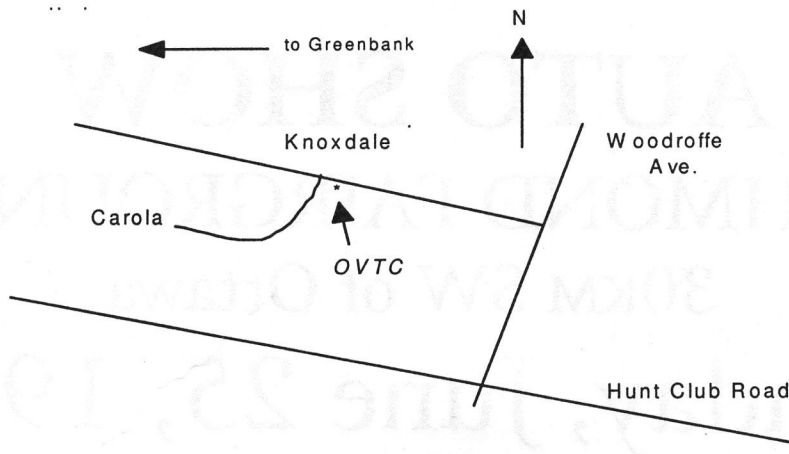
Sports car corral:

Park your sportscar in the corral for show, shine or sale.

REFRESHMENTS AVAILABLE

The Ottawa Valley Triumph Club is comprised of approximately 65 members. The Club meets on the fourth Monday of each month at the Manordale Community Centre, Knoxdale and Carola (see map). Meetings include technical seminars, video presentations, restoration techniques and much more. The Club also publishes a monthly newsletter, *Overdrive*, which it distributed to members. *Overdrive* is also exchanged with newsletters from other clubs. The OVTC Executive at present is comprised of:

Clive Law President 820-7350	John Day Editor 723-9876	Martin Harasek Vice-President 823-1276	David Huddleson Membership 822-1315	Jane Benco Treasurer 727-8113	Pat Mills Regalia 825-1698	Julio Benco Editor/Events 727-8113
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Membership is open to all individuals and companies interested in Triumph sports cars. Membership is \$30.00 per year (June/June) per household and \$60 per year, corporate.



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