



VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

July, 1995

Sorry - Only room for One of You!



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- *Richmond Show a Big Success for OVTC - We Did It!*
- *"OIL DRIPS"*
- *Plus much more!!*

Cover: Bruce Young submitted this picture of wife Mary (at the wheel), plus Larry & DiAnne Henderson, at the Henderson's cottage weekend. (Photo tip, Bruce - Mary would be more legible if you put the top down - Ed.)

☞ **Important Notice!!!!** ☞

The **July 24th** meeting will be held at John Pritchard's shop, the **Sports Car Factory**, in Hallville, about 20 miles south of Ottawa. Time for this meeting is **7:00 p.m.** sharp!! Directions to the Factory are in the following section, but for those who are still in doubt, a group will be heading out from the Knoxdale HQ at **6:00 p.m. sharp!** For those who haven't been there, this is a must-see for British spares (imagine Brian's basement, only 50 times bigger!).

The Road to Hallville:

(*Didn't Anthony Hopkins recently star in that movie? - Ed.*) When Clive called to say the July meeting would be in Hallville (near Winchester) at John Pritchard's, I figured that only a few of us had ever been there before. After a bit of shopping last night, I talked Lori into a drive to the shop, so we could confirm directions & mileage (make that 'kilometrage' - we were in the Honda!). The detailed instructions begin from the Swan in Manotick, on the eastern bank of the Rideau River at the corner of River Rd. and Roger Stevens Drive. Western members (Perth, Kanata) are advised to get to the Swan using Hwy 16, turning left (east) at Roger Stevens Drive.

At the 4-way stop by the Swan, continue to follow the river, south on River Road for roughly 9.4 kilometres, until the turnoff for '**Heckston/Hwy43**' is seen (just past "Helen's Place"); turn left onto this road and follow it for another 6.9 kilometres, until the flashing

lights at Hwy 43 (South Gower); turn left onto Hwy 43 (east) and travel 6.3 kilometres, until you see the 'Hallville' sign; finally, just after the Hallville sign is the turnoff for "Kerr's Ridge Road"; turning left, you will immediately see all sorts of British cars festooned about the place. You made it!

I am suggesting that you allow roughly $\frac{3}{4}$ to 1 hour additional driving time (at posted speed limits) to get there - that is the reason for the 6 p.m. departure from Knoxdale.

When we arrived, John was upstairs, sewing new seats for his Healey. It was about 8:15 p.m., so John knocked off for the night, and gave Lori & I a bit of a 'preview' tour. I had been out once before, but Lori was a 'rookie', and she was not prepared for all the cars, spares and miscellaneous bits to be found. Lori's sister is up the week of the meeting, so she won't be there the night of the 24th; she was glad to have had the preview tour.

See you there!! - Remember - 7:00!!

Editor's Note: (Julio) - Time: 6:30 a.m., June 26. I'm still half-asleep on the road to Richmond to set up areas for the Show. The van is loaded to the brim, with Brian driving (also half-asleep). I was in my TR3, the wind blowing in my face beginning to wake me up. At the fairgrounds during the setting up, a Nepean police cruiser followed some early TR arrivals onto the field - were they speeding? Nope, a new member in the officer, as he'd just bought a TR7 recently (see 'New members')!

The sun climbs in the sky, the field finally set up, cars are arriving - the OVTC is ready for another Sporting and Classic Car Show! The show went very well that day - thanks to everyone who assisted on putting together a great event!

P.S. - Triumphs (OVTC, non-members and out-of-town (Montreal)) outnumbered all other marques at the show. Great to see this kind of support. Next year - bigger & better!!

Editor's Note: (John) - I've finally regained my strength after that warm, wonderful day we had at Richmond last month! It was a better day than the year before in terms of weather, and I'd have to say, a great day for everyone who came out to see the cars. As good as it was, I'm glad it's behind us for this year. Whew!!

Membership Notices for 1995/96:

Please note - for those who have not yet paid their membership fees for the next year, please do so at or before the next meeting (July 24). *This is your final notice!!* For those who have paid, you will be able to get your membership cards from me at Hallville. Remaining cards will be mailed with the next newsletter. Thanks for your patience! JD.

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Richmond Import Classic & Sports Car Show - June 25:

After weeks of planning and anticipation, the 6th Annual Sporting and Classic show was finally here! Every one of us must've been checking the weather forecasts the week before. We weren't disappointed - the weather was, if anything, TOO good. The humidex

reading pushed the temperature that day close to 40° C. We weren't disappointed with the number of cars that turned out this year, either. Brian & Julio estimate that roughly 170 classic and sporting cars were there as part of clubs or just on their own. The crowd on hand to see all the cars was also respectable, given the number of alternate events around the region that day (especially the National Capital Air Show).

There was certainly a number of wonderful cars to be seen. We had a Delorean in the car corral, an Allard J2 being restored by John Pritchard, an old Riley roadster, and late in the day, a 1953 Alvis 'Grey Lady', in concours condition! It's amazing where these rarities come from in this area. Each year there seems to be something different appear. Who knows what will emerge to be the star of the show?

I don't mind saying so, but I think we put on one helluva show this year. This was, to steal a famous British phrase, the OVTC's "finest hour." Everything was just as it should have been this year: we had, without any prejudice, the best club display by far (more about that later!); the field layout was ideal for the enjoyment of all spectators; the attending marques were well-represented; the prizes offered by the corporate participants (Thoroughbred & Classic Appraisals, Shamrock Shammy) helped swell the participants; the vendors offered a good variety of interest; the advertising brought the cars and people in.

Finally, I must say that not since the 1991 Canadian Classic have so many OVTC members worked so hard together on an event! Not only were so many of the members out to volunteer their time in the hot sun to staff the gates, but many offered their time if needed for a second shift. My thanks to all of you!! Our neighbours at the displays - the MGs and Jaguars - also pitched in with valuable assistance that day, when they'd probably have preferred to remain under their tents in the

shade. My thanks to Ron Dunlop, Nick Roberts and others who helped us out - Cheers!!

Despite our best attempts to capture the best Display' award, the Moggies walked off with the spoils yet again. What was amazing were the voting results - the Morgans had 53 votes, while the OVTC 'Pit' was well back in second, with 37! Is it me, or do we have to do a frame-off rebuild in one day to please people? The Morgans have their same old bales of hay, and they continue to win - shall WE try hay next year? We did have the Moggies worried there for a bit: Andrew Grant was walking by, heard the engine sounds from our (car)-battery-powered ghetto-blaster, and came over to check. "Sound?" he says - "You guys have sound?!" That had them worried, for sure. I know the Moggies are worried for what we're likely to try next year!

The end of the day brought the prize draw. Up for grabs was an auto detailing from **Shamrock Shammy** (\$120 value) for all in attendance. For the participants only, there were a pair of 70-piece tool sets (or "84-piece, U.S.", said Clive) provided by the OVTC, and two free classic auto appraisals from **Thoroughbred & Classic Auto Appraisals** (\$150 values). The winners of the socket sets were: myself ("fixed!!" yelled the crowd) and, I believe, a member of the Lotus club. The winners of one of the appraisals were Tom & Bernice Popkes from the Boot'n'Bonnet Club, with their lovely 1967 Spitfire (I didn't catch the other winner's name). The winners of the detailing were a retired couple who'd just come out that day to see the cars. They drive a Buick, and were planning on driving to the Maritimes in the next few weeks: they'll now be doing so in a very clean car!

I don't know how everyone else felt the next day, but I was dragging my butt for most of Monday. I wished I'd have taken a closer look at the cars while I was there (I missed several

cars, only seeing them arrive and leave at the gates), but I felt good about the success of the show and how the OVTC did it together!

When I was talking to Clive the other night about the upcoming meeting, he expressly wanted me to mention in the newsletter his gratitude to those who organized the show: Julio & Jane Benco, Brian & Pat Mills, John & Lori Day, Mike Stapleton (who unfortunately was unable to attend, despite his chairing the committee), David Huddleson, David Snasdell-Taylor, and John Carr (who also could not be there). Clive also thanks the membership of the club itself, for their efforts under hot & humid conditions (*I can't recall if Clive said "First drink's on me", so I'd best not say so for sure! Ed.*).

June 26nd Meeting:

Fresh from the Richmond show the day before, the turnout for the June meeting was rather small (Julio was home asleep, for one!). Naturally the main topic of this month's meeting was the show itself - the 'post mortem', as it were.

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Membership Drive for 1995 continues:

A second ad was run in the June 18 Ottawa *Citizen*. Amazingly, two people actually saw it this time! I've sent out the usual propaganda, so we'll see if the bait is taken.

While canvassing for the show amongst all the Detroit Steel at the Bank & Heron Canadian Tire on 'Cruise Night' (Mondays), one gentleman made inquiries about the cars.

Apparently, his son has a TR6 which has been off the road for about 5 years (sounds familiar), so there's one more contact.

I am pleased to report that we did get several new members signed up at the Richmond Show! Please welcome:

Jeff Patterson: Jeff is the Nepean police officer who gave some of us heart failure by following their TRs into the fairgrounds! Dave Huddleson tells me that Jeff arrived very late the next night to the meeting on Knoxdale after most had already left, but the 'Wedge' contingent (Dave, John Tierney, Paul Williams, etc.) were still there. Jeff has just bought a 1980 TR7 convertible, with rare automatic. Jeff tried Paul's FI TR8 while Paul & Dave tried Jeff's. Excellent condition, reports Dave;

Valerie Sims: Mrs. Sims owns the original 1972 GT6 which is currently for sale (see 'classifieds'), and was a member a few years back;

John W. Harrison: John is known amongst the Perth wing of the OVTC, and drives a 1976 Spitfire;

Christopher Barker: Apparently Chris drives the 1976 Russet brown TR6 (like my own) which I saw come into the show, and promptly lost track of. I'll see it again at future meetings, fun runs, etc.;

Paul Tie: Paul owns a 1969 TR6, which he is looking to sell. He answered our second ad to ask about placing an ad for the TR6 in the newsletter, but I gave him such a heavy sales pitch about the OVTC, he couldn't resist joining!

There were also several more inquiries and potential members who came by the tent that day. One gentleman and his wife showed me snapshots of their 1975 TR6, which has been off the road for a couple of years. While it would require new paint and a serious going-over, it is not that far gone. It also has a factory

hardtop (sorry, Randy - I'm not telling where they live!).

In addition, There were new members at the June meeting. The one person to answer our first newspaper ad DID join (so we only lost \$9 on that ad!): welcome **Steve Pogson**. Steve drives an early (1971?) TR6, in excellent shape, which he just bought about 6 weeks' prior - what timing!

A prospective member at the June meeting was **John Ellis**. John is looking for a TR6 (already assembled - sorry Sandy!) We also had a couple of prospects at the Richmond show, to whom I mailed a sample copy of the newsletter. There'll be sure to be future updates to the New Members column in future months!

Just before press time today, we also got our latest corporate members: **Global Auto Care**. Located on Woodward Avenue (off Maitland, south of the 417), Global is operated by two experienced British car mechanics, Mike Shore and Mike Doherty. Both Mikes are ex-Jaguar dealer mechanics who one day said "the way these cars break down, we're sure to do well with our own shop!" As the club has several new members with recently purchased cars, Global is ready to help with any ailing TRs!

Our membership presently stands at roughly 65 (we'll know soon, once all straggling memberships are paid up). With the 1996 Classic on the horizon now, let's see if we can return to those halcyon days of 100+ members, which we nearly had in 1991!

"Annual Spring-Open Rally" - June 18:

Clive took part in this year's event (ostensibly to try to learn of the Morgan club's display plans before Richmond). Clive reports that despite the low turnout (just 12 cars of various makes), the Morgan club had really put together an excellent rally. Clive did the trip solo, and confesses a navigator is an essential for a well laid-out route as this was. He also reports of an excellent pub/restaurant

in Oxford Mills, the 'Brigadoon', where the rally finished. Perhaps the destination of a future fun run some Saturday, Clive? As I recall, that day was a real scorcher, so the Brigadoon must've seemed more like an oasis in the heat at the end of the rally. Clive says that for those who haven't tried a rally such as this, you don't know what you're missing! I must confess that I have never tried a well-planned rally of this sort. The closest I've come is John Carr's scavenger hunt during the 1991 Classic. Just not the same!



Great North American Race:

Lori and I were in Belleville for the first stop of the GNAR, the Antique auto rally from Ottawa to Mexico City. Despite a brief shower that morning (the first in days!), the afternoon sky cleared for the cars' arrival at the Quinte Mall parking lot along the 401. The number, variety and quality of entrants was something I've never seen before. Lori convinced me to buy a program, and in it was information on the cars, drivers and navigators. Among the cars we saw were: a 1939 MG TB, a 1927 Hispano Suiza, a 1938 Talbot T150C, a pair of Stutz Bearcats, and several Packards! Quite a piece of history!

The crowd on hand in Belleville for the racers was impressive, and many enthusiasts took the opportunity to come out in their own classic vehicles. I must've seen 4 different 1961 or '62 Thunderbirds around town that weekend. The Boot'n'Bonnet folks were front and centre in the viewing area. Canada should definitely remain the starting point for this race!

I just got my pictures back that I took that day. I'll be sure to bring them along to the meeting in Hallville for all to see (darned cameras - I need more practice to get those 'moving targets' squarely in the middle of my pictures, or else wait until they stop moving!).

TR-MG Croquet Match - we WON!!

The annual TR-MG "take no prisoners" croquet tournament was held this past weekend. Through a series of events, there nearly was no tournament at all this year, as the hosts (Len & Debi Fortin of the MGs) had some difficulty returning from the North American MG meet in Nevada. Seems the metal fan blade on Len's '73 MGB suffered metal fatigue, twisted and took out his radiator, just as they were beginning to return! (At least Triumphs, as Len now does, use plastic fan blades!)

The drive out to Greely for the Fortin's was a wet one, but after the Morgan fiasco out in Richmond, Julio was willing to drive through a hurricane to regain the croquet trophy! A strong field of Triumphs (Benco's, Mills's, Day's, plus Mike Stapleton, Martin Harasek, Randy Hildebrandt, and Jane's friend Cathy) were ready to do battle. Lo and behold, there were only 2 MG members in addition to the Fortin's. We smelled a forfeit, and it smelled sweet to Julio! We sat on the deck, betting on which way the clouds were heading, until Nick Roberts and a couple more MGers arrived. Rats!! The game was on.

Just as teams are selected and play was about to start, it begins to rain. Would there be a rain delay? - never! Out came the umbrellas, and off went the game (I'm sure the neighbours were looking out their windows, saying "Yep - they drive British cars, all right!"). There were three pairs from each side, all playing on a single croquet pitch (is 'pitch' the right word for playing field?), and the first side to get all three of it's pairs done wins. After a hard-fought (but relatively clean) game, the OVTC

was victorious - the trophy was ours!! Julio was grinning so wide, he nearly split his head in two! The record stands at two wins per side now.

After the game, the Fortin's treated everyone to burgers and salads in the shelter of their garage. Nick Roberts made the mistake of bringing 'President's Choice' burgers (Len works for Loeb's!!), but that was quickly forgotten. A good afternoon of fun, and as it is so often said: "a great time was had by all!"

TR Register Membership:

We are now affiliated with the TR Register! I received the membership card, Register regulations, and second copy of their newsmagazine, *TRaction*. I'll be passing on this and future copies of our own newsletter to the Register office as part of our information exchange, as well as informing them of the upcoming Canadian Classic here next year. What better time for the OVTC to toot it's own horn (if the horn push works - Lucas joke!), than with the Classic coming back to Ottawa! A good chance for our British counterparts to consider a holiday in Canada, I should think!

I am hoping to be able to come in contact with some of the TR crowd in England this fall, when Lori & I are there on holiday. This is their Silver Jubilee, having started the Register in 1970. Pity the high exchange rate - Lori'd love to get herself a Stag - her favourite Triumph - while in England!

'Triumph World' Subscription:

We have received the first 2 issues of *'Triumph World'* magazine. Very nice, especially the photography! Julio has them, if you wish to take out a loan (and no, despite what he says, there's no 'withdrawal fee!').

Moving Beauty Exhibition - Montreal:

If anyone has gone to see this exhibit, please submit a brief write-up of what you saw. It's

there until October, so I hope to get down before then, myself.

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. As mentioned in past issues, the tour is the weekend of the 15th and 16th of July. Dave Huddleson is taking the opportunity to go down and pick up the Rover V-8 engine he recently purchased from a guy in that area.

I'll also mention the upcoming Boot'n'Bonnet **5th Annual British Car Day**, coming up this August 20th. This had been usually referred to as "Grass Creek" after the Park in which it has usually been held, but there's now a new location: Kingston City Park (at the south end of the park along King street, across the street from the Lake). Entrance to the Park is from Barrie or West Streets. As we would likely form a convoy for the trip, Julio has the map provided by the BnB. The show is Sunday, August 20th, from 10 until 3, with awards at 2 p.m. Cost is \$8 per car (which includes BBQ for 2). There will be participant's choice judging, plus games of skill (*like 'tuning your Zenith carbs'? - Ed.*). For more information prior to the next newsletter, call (613) 542-8110.

Grille badges sold out:

Don't say we didn't tell you so! Gary Lindsay recently bought the last of our grille badges, so there's no more until sufficient interest is shown (ie. minimum order of about 8 to 10). Harris Popplewell's son bought one for him for Father's Day last month (a perfect gift idea, I should think). If any procrastinators among you wish to get in the queue for the next ones, you'd best let Clive or Juliano know a.s.a.p.

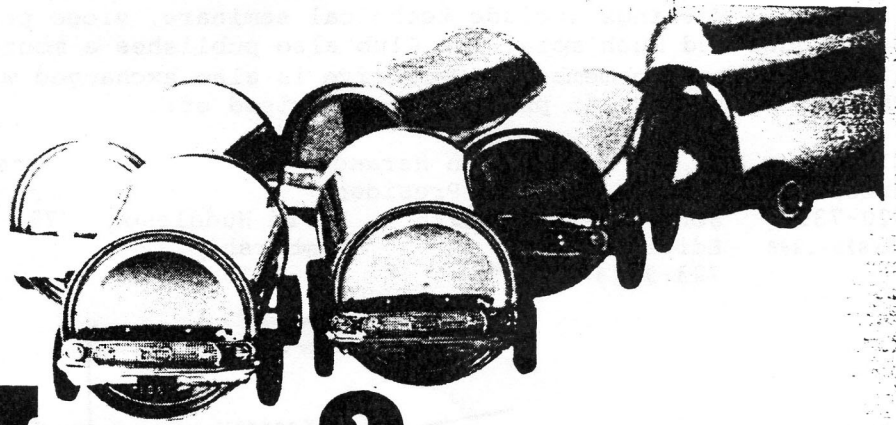
Classifieds:

- 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 (new member) 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 Tie (new member) at: 745-1408 (h), or 842-1926 (w).
 - This from Malcolm: apparently, a neighbour of his, Mark Kovalsky, has a 1974 TR6, and is looking to put a Ford 302 V-8 in, and is looking to sell his rebuilt TR6 engine and (J-type o/d) transmission. The engine features triple Dell'orto carbs; new pistons; crank turned; new bearings, high-lift cam; head shaved, ported & polished; Cannon intake & header - the list goes on & on. This engine has less than 1,500 miles since being rebuilt in 1992 (total cost - \$6,236. Mark is asking \$3,900. Call him at 825-6577.
 - 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 redline tires;
 - 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
(h) 820-5577
(w) 831-2726, ext. 223

"OIL DRIPS" (by Julio)

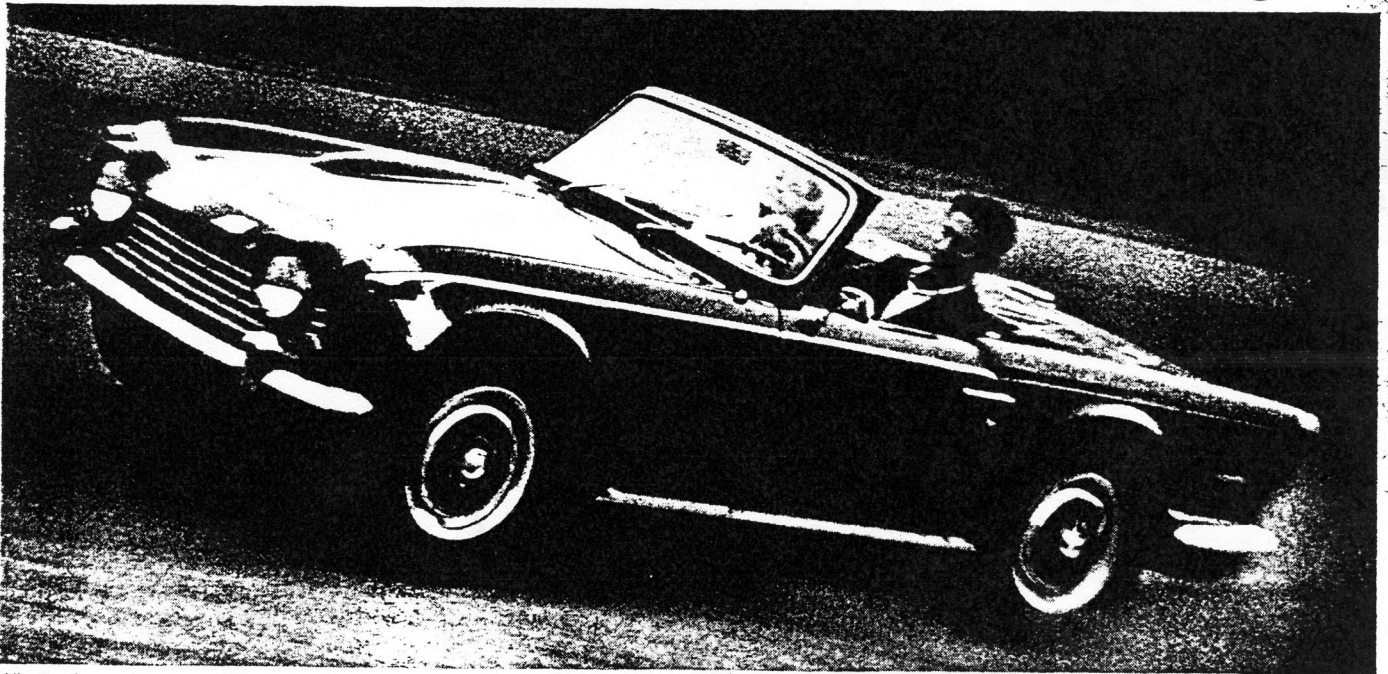
- Dave Huddleson (like John Tierney before him) has obtained a cheap source for TR8 fuel pumps. Princess Auto has virtually the identical unit as the \$150 Lucas pump - for \$7.95! Dave bought 4!
- "Red Line" Martin Harasek is giving his rear end (on the TR6) another overhaul - 3rd time around. Seems his rear hubs do not want to behave as they should (P.S. Martin - shift at lower revs!)
- Shaun Hennessy must have a family of gremlins now living in his TR3. He pulls his car out of the garage, and spies a 1/2" bolt and lockwasher on the floor. Now which part of the engine is coming apart?

At least his carburettor gas lines have stopped leaking for now. And to top everything off, as he was about to fill his gas tank one day, the filler cap came completely off - that's a first!
- Joe Lashley should have his car ready for his return from up north in August, after having to get his TR8's transmission rebuilt. That's what you get for trying to pass a TR3, eh Joe?
- Mike Stapleton finally had his TR3 out - just the 2nd time this year (working is a bitch, eh Mike?). He shined it all up for the MG croquet match, only to have it rained on that day, and he with the top down. Always the true Brit, he just opened the driver's seat of the tonneau and drove on! Up the British, eh what!!



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What gives the new TR-250 its sportier-than-thou attitude? ■ 6 Cylinders. This 2½-litre "six" is the latest in a long line of race-proven Triumph engines. Delivers more power, more torque, more reliability on the road or in a race. ■ Independent Rear Suspension. An extra on other cars, standard on the TR-250. Provides better traction and high cornering power at all

times. ■ 4 Forward Gears. All synchromesh, of course. For drivers who know how to get the most out of an engine. ■ Disc Brakes. Big 10.7-inch disc brakes up front for fast, swerve-free stopping. ■ Rack-and-Pinion Steering. The ultimate in positive, precise control. ■ Reflective Safety Striping. Gives the canvas top a look that functions. When their lights hit you, they'll

know it's a TR-250. ■ Red-Band Radial Ply Tires. More tread life, greater fuel economy, better performance at all speeds. Wide-profile to maintain a more stable foot print. ■ There's more to the TR-250 than meets the eye. Or, than we've told you. Your local Triumph dealer will show you what we mean.



New Triumph TR-250

\$3,395, suggested base price, East Coast PCE plus optional extras, state and/or local taxes. Look for your nearest Triumph dealer in the Yellow Pages. Available in Canada and also for overseas delivery. Leyland Motor Corporation of North America, 111 Galway Place, Teaneck, New Jersey 07666.

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
fx:820-1288

John Day
Editor
723-9876

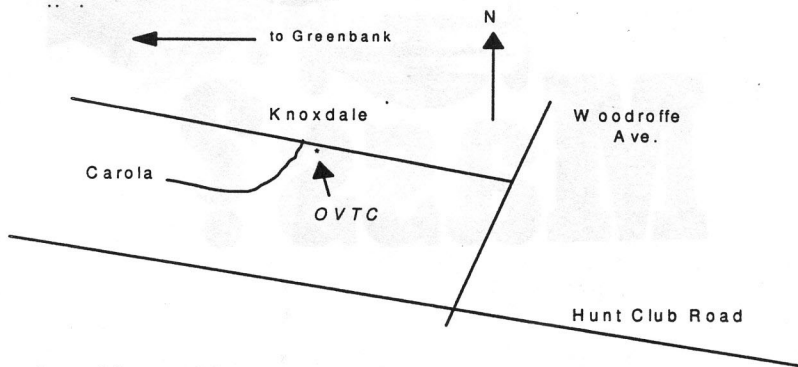
Martin Harasek
Vice-President
823-1276

David Huddleson
Membership
822-1315

Jane Benco
Treasurer
727-8113

Pat Mills
Regalia
825-1698

Julio Benco
Editor/Events
727-8113



Internet E-mail: john.day@fin.x400.gc.ca

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.

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



OTTAWA VALLEY TRIUMPH CLUB
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Nepean, Ontario K2G 1Y3

Brian Mills