



VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

January, 1996

A "Capital" Coupé!



In This Issue:

- *Boot'n'Bonnet Winter Fling*
- *TR7V8 winner announced in England*
- *Plus much more!!*

Cover: I found this picture of Dave Huddleson's TR8 on the Internet, so I borrowed it for this month's cover. There's plenty other good shots as well, in the months ahead.

Editor's Note: (Julio) - Well, gang - 1995 has come and gone. It seems the years go by faster as you get older - at least body-wise. Mentally, we're all just kids with our toys, right? All us kids want spring to come so we can get our toys out and play.

With all the snow we received already and winter not halfway through, spring driving may be in July. Only in Canada, you say; better yet, only in the Ottawa Valley, you say.

On the brighter side of things, we're heading into a big season of events. On top of our usual Richmond Show, we have the Classic coming to town; the VTR is in (almost) nearby Albany, N.Y. - lots of excitement ahead.

With the end of 1995, I look back at the OVTC and all the great friendships it has brought to my life. I thank you all.

Editor's Note: (John) - I can't add much more to that, except that I hope to see all of you at our events this season. Up with the OVTC!

OVTC Christmas Party:

Needless to say, but "a good time was had by all" at this year's Christmas Party. Unlike last year's party however, there was much too much snow to even consider driving our TRs to the 1995 party. Nevertheless, that didn't keep people from enjoying the huge assortment of food and desserts. As is usual, after a time the party split into two main groups: the more civilized group (mostly wives) in the living room, and the rest of us bottom-dwellers huddling around the bar downstairs (with occasional ventures to the

food table). Amazing as it may seem, but that was over a month ago now. Time to stick to that resolution of coming out to more meetings in 1996, right?

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What About the TR1?: by Ed Kaye

Believe it...there actually was a TR1, although this designation was a factory code name and not meant for the general public's knowledge. The public were to know this model as the "Sports".

The birth of the "TR" family of sportscars from Triumph was launched in 1952 at the Annual British Motor Show with the introduction of the Triumph "Sports" (or TR1). The reception was so lukewarm that Triumph had to halt introduction and basically go back to the drawing board for re-development. The TR1 chassis was outdated, as was the rear-end design. Instead of a boot (trunk), there was a top-mounted spare tire and the rear bumper was a massive "lorry-type" aberration. Basically, nothing seemed to work together.

Over the next 9 months, the TR1 went through massive changes including stiffening of the chassis and lengthening and re-designing of the rear section. This new model was given the title of TR2 to acknowledge the new refinements. As well, in order to dissuade the critics of any doubts as to the car's overall

capability, a pre-production TR2 achieved 124.889 mph (just over the magic 200 kmph) in a ride on the famous Jabbeke auto route in Belgium. The car was essentially stock, with the exception of some aerodynamic improvements such as rear wheel spats, enclosed underbody, no windshield, and a fixed tonneau cover.

This re-introduction of the TR series of Triumph sports cars was an immediate and overall success, not only for its mechanical capabilities and re-tuned styling, but for its potential competitiveness in racing and rallying. Thus began the fabulous Triumph years which marked the era of the sidescreen TR's as the most successful rally cars through the late 1950's as well as superb results with factory-sponsored race-track teams.

Thanks for the article, Ed. By contributing two issues in a row, you're promoted to 'senior contributing writer'. Congratulations!



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MURPHY'S GARAGE

If it ain't Broke, We won't Fix it.

(Between Ossington and Cameron)

Boot'n'Bonnet Winter Weekend Fling:

Who says you need a TR to take part in a car club activity? Not the Boot'n'Bonnet Club. They are extending an invitation to OVTC members to join them on the weekend of February 17 at the Isaiah Tubbs Resort in Prince Edward County near Picton. If you want a real getaway, the full Friday-to-

Sunday package is \$218 per room, double occupancy. That includes a snack on Friday night, breakfast on Saturday and Sunday, plus dinner on Saturday evening. If you want a shorter holiday, the rooms are \$109 per night. For more information, call Joe Lightfoot at (613) 476-4111 or Linda Thomas at (613) 542-8110. Linda must know by January 31, as they've reserved a number of rooms.

Doc's Handy-Dandy Source Sheet:

Ever wondered how Brian Mills knows all the best places in town for all our car care needs? Simple - he's been to all of them. From this, Brian brings to us his list of where to go for the items you need for your car. Unfortunately, it couldn't be readied in time for this issue, but rest assured, it will come next month, giving us all plenty of time before spring arrives to make use of Brian's secrets.

Latest Status on the TR2:

Malcolm Brown had a little something to offer to Brian & Linda Thomas of the Boot'n'Bonnet Club for their new-found TR2 - an original, hard-copy Service Manual. Malcolm got it a few years back from a colleague of wife Lynne's, with instructions to pass it on to any TR2 owner he knew of. Linda Thomas thanked Malcolm, adding that they had not started any work on the car yet, choosing to wait for warmer temperatures.

Regalia - Raffles in 1996:

We hope to return to having our raffles on meeting nights this year, provided there is enough turnout to sell tickets for. Remember - you can't win if you don't play. Come out and try your luck - we still have some TR Register items as well as our OVTC gear, plus tools kits, accessories

from Lanarkshire. It was comforting in some respects because according to the article, David had his TR6 stolen a couple years back and it was never recovered. Now he and his wife have a very nice TR indeed to take in the shows & events (Lori & I saw the car this past summer - very nice, I must say). They'll certainly be the envy of all wherever they go. The car was presented to David by Stirling Moss at the NEC show last November, so by now David's probably logged several hundred miles in it already.

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Also in TRaction:

There were several other interesting photo segments in the latest TRaction magazine: The Silver Jubilee Open Day, with over 500 members and 250 TRs attending at the Register office in Didcot; a Champagne Tour of France by some 20 TRs; the TR7V8 presentation at the NEC; plus lots more. Those Register folks sure know how to throw a celebration! Julio has copies of TRaction available at his place for borrowing or viewing.

Back Issues of Various Magazines:

Julio also wants people to know that he also has over 4 boxes full of various British sports car magazines available on a sign-out basis for members. If you can't quite bear shelling out nearly \$10 for the latest issue at the newsstands, you can likely find something suitable amongst these archives. Come over after a meeting and check out the selection.

Dart Tourney approaches:

Before you know it, the Fourth Annual OVTC Dart Tourney will be upon us. Clive will be vying for another championship, so be sure to come out to watch or try to foil Clive's chances.

Oil Drips (by Julio):

- Mike Crawford, with the help of Doc Mills, is busy getting the parts for his TR6 all clean & shiny for the bodyshell which is ready this month (colour still white, Mike?).
- Can't write too much about the 'Little Red TR3A' this winter, but we'll see what spring brings. Shawn - I hear that gremlins have their babies during the winter months (and Malcolm will vouch for me).
- Not boasting, but..... David Huddleson was out driving not one, but TWO Triumphs on Boxing Day (OK, so not Christmas Day!). And, no, not just 6 feet out and back! He took the TR8 to his parent's garage in Manotick for storage in their roomy double garage. He then had to drive the TR7 just to make the day worth it. So took it for a 5KM run! Had heat, so all was well! What a fun day, and dry roads!
- (by John): Apparently, the Michelin redlines Andrew Grant was selling are pretty pricey! A couple weeks ago, Andrew advertised them in the *Citizen*. Mike Crawford told me that Randy had called to inquire (no surprise there), and that Andrew was asking \$400 *per tire*! If he gets that much, I'm re-evaluating my asking price before selling my five.
- To all members - if you have any information, stories or gossip for the 'Oil

Drips', I am running dry and could sure use your input. Call Julio at 727-8113.

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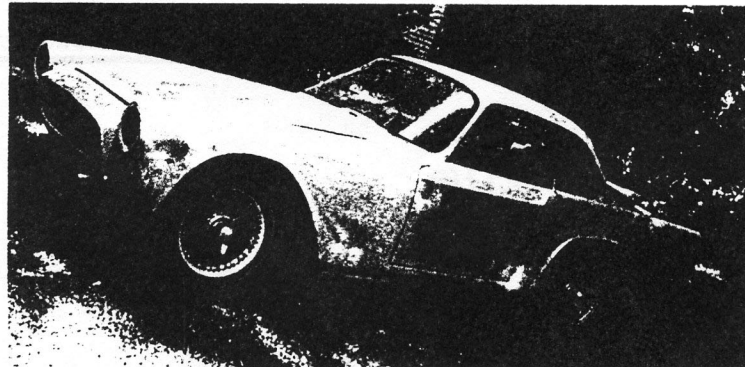
- 1968 Spitfire. Body is in good shape; car not running at moment. Asking \$1,000. For details, call William Carlisle at 257-8734 (Carleton Place-Ashton area) after five.

Next Month:

- Part 1 of Mike Crawford's quest to build a better TR6: the how's and how-not-to's.
- Details on the upcoming Dart Tournament - start practicing.
- Lots of Triumph stuff on Internet - we'll show you some.
- Doc Mills's Source List.
- Lots more!

In Conclusion:

Gord Robertson gave me this clipping, from the December, 1990 issue of *Classic & Sportscar*. Some guys have all the luck, it seems!



This Vignale-bodied Triumph Italia 2000 is now ready for painting...

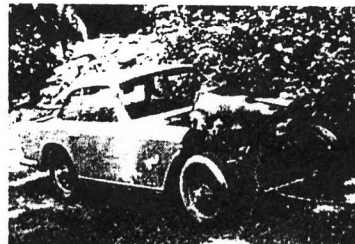
Rare handbuilt Italias

Bill Krzastek from Waynesbor, Virginia, in the USA spotted an ad for a brace of rare Triumphs in a five-year-old copy of Hemmings, 'phoned the owner, and found they were still for sale! Such is the power of advertising. So, what we have here are two examples of the rare Triumph Italia 2000.

Hand-built between 1960-1962, with bodies by Vignale to a Michelotti design, on a Triumph TR3A chassis, opinions vary as to how many were made - between 150 and 329. The controversy surrounding build totals centres on the fact that Vignale also built Lancias during this period, and these were also given three-digit numbering. So far, no one has found a serial number duplicated on both an Italia and a Lancia, so the total of 329 may be far lower!

The incomplete example is numbered 153, and Bill plans to break this for spares (which would seem rather a pity really). The other car is now ready for painting, is numbered 256, and has just 32,000 miles on the odometer.

Are there any other Triumph Italia 2000s out there?



...this one is to be broken for parts

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

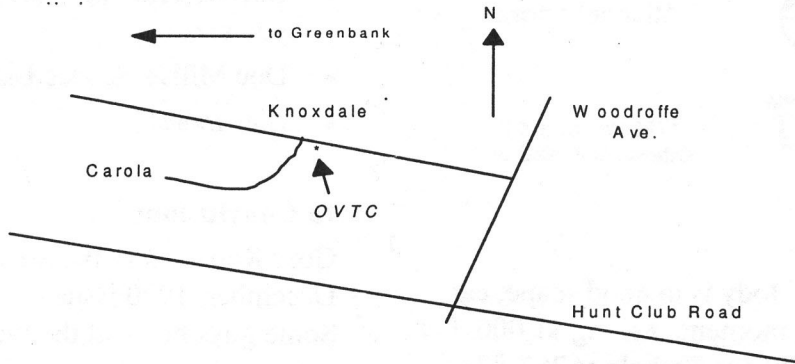
Martin Harasek
Vice-President
823-1276

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
95 Chippewa Avenue
Nepean, Ontario K2G 1Y3