



VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club



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June 1997

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**A Message from the President,
John Tierney**

Finally the summer arrives -- with a vengeance! The past two weeks have been ideal TR cruising weather. This year I have done nothing but drive my car since I got it out. Is this right for a Triumph?

Last week we assembled a meeting of the OVTC Executive. A few of the items discussed were the rising cost of producing and mailing the newsletter, new club window stickers, I.D. cards and of course the Richmond Show.

In a nutshell we concluded that dues would remain the same for the 1997/98 year. The dues will include a window sticker for all new and renewal members. Next year new members will get a sticker, but renewal members will not. Extra stickers will be available for \$2.00. I.D. cards are still being worked on.

Sporting and Classics Show at Richmond

This year for the first time we will have free dash plaques for the first 100 cars on the show field, so get there early! We also have T-shirts for sale. \$12.00 each - only 100 are available!

We have obtained some good door prizes for the show:

- **Frisby Tire** \$100 gift certificate
- **Wackid Radio** Pioneer Car Amplifier (\$150 value)
- **Miniman** \$30 Gift Certificate
- **Landon Refinishing** \$100 Gift Certificate
- **Global Auto Care** Two \$25 Gift Certificates

- **Criterion Golf Technologies** Golf Umbrella (value \$35)

The drawing will take place at 2:30 pm. You must be there to claim your prize.

The new OVTC caps are in. Thanks to Ted for a very nice job. There are three styles available: black & red, green & brown and navy & brown. Get one to match your car! They are \$10 each.

The June 23rd meeting is being held at the Laurentian Club, 252 Metcalfe Street at McLeod. Mr. Kit Heathcote has agreed to give us a talk at the meeting. For those not familiar with Mr. Heathcote, he was actually employed by Triumph in the 1950's and was on the factory rally race team. Bring your better half and remember: no jeans please!

The July meeting will be held on Saturday July 26th at the Miniman Shop. There will be special prices on parts, and service personnel will be on hand to assist in a "Tune-up Clinic". More details will be in the next newsletter. Mark the date on your calendar.

YOUR DUES ARE DUE !

Please be prompt with your dues payment this year. It makes it so much easier for the elected executive to perform their tasks. How about bringing your cheque to the Richmond Show?! The price is the same as it always has been, only \$30.00 per family (\$60.00 corporate). Please make your cheque payable to *Ottawa Valley Triumph Club*.

FIRST ANNUAL BYWARD AUTO CLASSIC

Sunday, June 1st, Vivien and I drove down to the market at 7:30 AM in the TR4 to partake in this exciting show. As we arrived so did most everybody else: John and Lori Day in their TR6 were right behind us as we enquired as to where exactly we should locate. "Around the corner and thru the parking lot, then down the alley... there is someone there to guide you." Whew! I thought to myself, why can't we stay right here next to the M.G.'s? Our allocated spot was in a courtyard kind of behind "Wim's Cafe", if you know where that is. Really a lovely spot. Only problem was, it was quite obscure and difficult to find.

Another sign that it wasn't quite the location for us was, shortly after we parked there, someone from three storeys up threw a bucket of water (or some other liquid) out their window just missing the Day's TR6 !

Jeff Patterson soon arrived with his bold yellow and newly shod TR7. That was it, the three of us. The next arrivals were not your typical Byward market automobile enthusiasts. Their interest lay in locating the longest and freshest cigarette butts. For what it was worth, we did find it amusing. Oh - and let's not forget the toothless lady who asked to "go for a spin".

Our next stop was to locate Shannon Lee Manion (the co-ordinator) to ask to be re-located in the mainstream of traffic. Surprisingly she was reluctant to allow us to do so. Several times we were told to wait another twenty minutes to see who else would turn up because all the spaces had been allocated.

Shortly after ten (and the reason I know the time was because a woman street-person carrying her sleeping-bag in "our" courtyard came by and asked the time), we were all getting a little fed up, and quite frankly it was move or go home.

Thanks to the M.G. club for shuffling over a bit to accomodate us. Shortly after our move, John Tierney arrived with his TR8 and we were all quite pleased with the new location for the Triumph club.

The weather was perfect and there were thousands (tens of hundreds) of people milling about. Our display was impressive, even if small, and attracted lots of people.

Midway through the afternoon, John Disipio and his TR3 joined the display, creating more for the throngs of people to enjoy. Many more Triumph club members dropped by and visited and chatted all afternoon.

I had two very interesting conversations with different people, one who lives east of Ottawa and has had a TR4 in a barn for the last fifteen years or so. Seeing my TR4 got him somewhat excited about getting it going again. According to him, all it needs is a master brake cylinder! Another fellow was in town from Sudbury and has owned his TR4 since 1965! What is wrong with it? Nothing, just sitting around too long; he thinks the mice may have eaten some of the upholstery. Well I asked them to stay in touch with the club or at least, see about getting the TR's restored. (Or call me about them.)

Shakey start to the day aside, we were all very pleased about the exposure the club

received. The day was a real hoot, and I enjoyed it immensely. The Jaguar club had an absolutely magnificent display of their marques, showing everything from the current 1997 XK8 to the XK120. Always of interest as well was all the American iron: old and new, hot and stock.

I am sure I speak for all those present in thanking the organizing committee for all their time and effort in hosting a successful show. (And thanks Shannon, for letting us move to the main concourse.)

NOTE FROM THE NORTH

Pat Onions checks in regularly just to confirm, I think, that he isn't the only Triumph nut around. Anyway it looks like an extreme hardship summer for him as the skipper of a yacht up in the lakes around North Bay, thus missing out on all the action, such as Richmond and Peterborough, etc.

He noted that there is a publication from south-western Ontario called "Tri-Ad News" which is spreading north and east and which specializes in the sale or swap of items from mainly rural places.

(When you have some time away from escorting ladies around the "poop-deck", Pat, perhaps you could put an article together concerning your many rally relationships with the Triumph 2000 - Ed)

He'll race the Grim Reaper in his Porsche (courtesy The Daily Telegraph)

Sidmouth, England -- An octogenarian stroke victim who had to undergo a special examination before receiving the all-clear from the Driver and Vehicle Licensing Centre has bought a new car - a \$100,000 240 km/h Porsche Boxster.

Leslie Bacon, 80, had to give up driving for four months after his stroke last year. His doctor then gave him clearance to drive the Triumph Acclaim owned by his wife Ivy, 84.

"It was all right for taking rubbish to the dump, but it was not really my style," said Mr. Bacon.

Four months later, he applied to the licence bureau and was deemed fit to drive sports cars. He now holds an unrestricted licence.

To celebrate, he put his name on the year-long waiting list for a new Boxster.

"I told them when I ordered it that if they didn't get it here quickly I'd probably be dead," he said.

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AUTOMOBILE MUSEUMS

I told you last month I would recall our visit to the UK and describe the Coventry Car Museums to you. Well, I decided to put that thought on hold till next month so I can describe to you (while it's still fresh in my mind) the very interesting *Imperial Palace Antique & Classic Auto Collection* in Las Vegas that Vivien and I visited last month.

On the top floor of their parking tower, The Imperial Palace has enclosed a display which is unique in that it is host to the worlds largest collection of Duesenberg automobiles. It is valued at well over 50 million dollars U.S. and encompasses all models. From the boat-tails to the limos, 27 models are on display, all striking examples of the glitz associated with the roaring twenties and the gangster days.

Other interesting cars included in the collection are as follows:

- Marilyn Monroe's '55 pink Lincoln convertible, custom made by Lincoln
- Steve McQueen's '53 Allard which has a Chrysler Hemi V-8
- Ford's 40 millionth vehicle built - a '53 Mercury
- Ford's 100 millionth vehicle built - a '78 Fairlane (godawful too!)
- W.C. Field's huge '38 Caddy
- Elvis' '76 Cadillac Eldorado
- Last Czar of Russia's 1914 Rolls Royce
- Hitler's '39 Mercedes Parade car

- Mussolini's beautiful '39 Alpha Romeo, the last car he ever drove - he and his mistress got caught in it at the border trying to escape from Italy.
- Lincoln's and Caddy's belonging to the US Presidents during their tenure - Eisenhower, Nixon, Kennedy, Johnson, Truman, Roosevelt, Hoover, and Wilson.
- Liberace's gold studded and candelabra anointed Rolls Royce

There are lots of other unique cars to view, such as a Pierce Arrow Silver Arrow (one of five built), a 1938 Mercedes Benz Phaeton, a 1936 Isotta Fraschini, Cords, Corvettes, Shelby's, Porsches, Packards, and on and on.

The nicest feature of the museum is that it doesn't cost anything, nor can you gamble whilst in there! If you are ever in Las Vegas, check it out.

RECAP - SPRING FLING 1997

As you are all aware our May meeting was a bar-b-que at the home of Al and Teresa Tierney - a lovely location on the shores of Mississippi Lake. The weather started as a little cool and threatening. However by mid-afternoon, the sun poked through the clouds and warmed things up. Very typical of the type of spring we've had. Although we had a rather large registration, about half that many showed up (and most in their Triumphs I might add). There was food and drink, and games for the young ones. The Tierneys also offered boat rides for those willing. Thanks from all of us to Al and Teresa for their wonderful hospitality.

CALENDER OF EVENTS

- June 22: Richmond "Sporting and Classics" Show and Fleamarket
- June 20-22: TRA National meet, Hudson, Ohio
- June 26-27: Antique Car Show, Granby, Qc.
- July 1st: Canada Day Car Show, Arnprior
- July 12-13: Antique Car Show and Fleamarket, Plattsburgh, N.Y.
- July 27: From Two Wheels to Four - Museum of Science and Tech, Ottawa - Vintage Auto Showcase (info: 991-3044)
- July 26-27: Brits in the Park, Lindsay, On.
- July 31st - Aug 3rd: Twelfth Annual Canadian Classic, Peterborough, On.
- Aug 3: Volksfest, Embrun, On.
- Aug 3: 1000 Islands Street Machine Show, Brockville
- Aug 10: British Car Day (Boot'n Bonnet Club), Kingston

I'll update August and Sept events in the next issue of *Overdrive*. If you want more info feel free to call me. I may have it or, if not, at least I'll have the phone number you can call.

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MEETING OF THE MINDS

On a pleasant evening a couple of weeks ago, your executive met to kick around a few ideas, as well as to further some planning that had been initiated.

The primary immediate concern is the Richmond Show which Paul has co-ordinated, and done a fine job at that. Everything is falling into place including a great forecast and a beer tent. (Yahoo! - Ed) Thanks in advance to all the volunteers - you know who you are.

My main concern, being the editor, was the cost of putting this publication together. Due to Canada Post regulations, as well as printing costs, the cost per issue per member is about \$1.10 each. We all said in a survey last year that we do not want an increase in our dues. And so it shall be.

We will attempt to reduce costs somewhat by missing a couple of editions over the winter. (Besides, what news is there to report during the minus 30 degree days - Ed) So, in the future, you will receive an issue of *Overdrive* every month from April through October, then a Christmas edition and a February edition. Please, if you have any comments or questions drop me a line.

THE MONTHLY FEATURE

Only a year after the Spitfire went into production in 1962, Triumph built a prototype "Spitfire GT", with a smart fastback coupe body style.

Within months this one-off car was further modified, with a six-cylinder engine - and the GT6 project began.

As a prelude, "works" Spitfires with GT6-style bodies raced at Le Mans in 1964 and 1965, before the original GT6 road car was introduced in October 1966. These first cars used modified versions of the Spitfire chassis and suspensions, but shared almost all of their running gear - 2 litre six-cylinder engine, all-synchromesh gearbox with optional overdrive, and a more robust rear axle - with the Vitesse 2-litre model.

Because of the new car's character, which combined sleek styling, a silky-smooth six-cylinder engine, high gearing, and a characteristic exhaust note, with a well-equipped two-seater cabin and a lift-up rear hatch, the new GT6 was often dubbed a "mini E type". Triumph was happy to develop this image for the new car, wanting it to be seen as an altogether more up-market model than the Spitfire.

The original cars, built until the fall of 1968, had 95bhp 2-litre engines, and could reach about 105mph. All had the same type of polished walnut interior, and a large carpeted space behind the seats. Although both were optional extras, many cars were sold with overdrive and with centre-lock wire spoke wheels.

Although the GT6 was an immediate sales success, there was criticism of the

car's swing-axle rear suspension, and of the poor ventilation of the small cabin. Major improvements to the roadholding could only be made by a complete re-design, so for the GT6 Mk2 Triumph abandoned the swing-axle system, substituting a new layout which kept the transverse leaf spring, but also used a reversed lower wishbone: wheel camber changes were much reduced.

The GT6 Mk2 was a much-improved car. Not only did it have much better roadholding than before, but there was a new type of cylinder head and more peak power (104bhp instead of 95bhp), a new facia style, cabin air outlets and a heated rear window glass both helping to improve the ventilation.

Styling retouches for the Mk2 included a raised front bumper and Rostyle wheel covers, while from late 1969 more improvements included reclining seats and a new-style steering wheel.

From late 1970 the GT6 Mk3 took over, this sharing many styling changes with the latest Spitfire, the Mk IV. Although this was basically the same shape as before, almost every external panel was changed and was more smoothly detailed than before. Perhaps this was aerodynamically smoother than before, for the car's top speed rose to 112mph.

Raised panel joints on front and rear wings had been eliminated, the side window profile was altered, and there was now to be a sharply cut-off rear panel. Yet another wheel style was chosen, and the front bumper was closely integrated into the new-shape front pressings.

The Mk3 was very popular in the UK, where sales rose sharply, but less so in the USA, where new exhaust emission and other safety regulations degraded the performance and hit all British sports car sales. For 1973 there was one final change to the GT6's chassis specification, where the latest Spitfire type of "swing spring" type of swing-axle rear suspension took over from the unique "lower wishbone" type, but relatively few of these cars were ever made. The last GT6 of all was built in November 1973.

UPDATE F - 1

- ◆ Villeneuve rumours abound. His contract with Williams is up after this season and he either a) wants his salary doubled or b) is considering starting his own team by purchasing the Tyrrell team.
- ◆ Damon Hill testified at the Senna trial simply stating that the accident was too long ago and he couldn't remember details.
- ◆ Villeneuve is looking for his first Canadian win at the track named after his father.
- ◆ A win would also give Williams their 100th win.
- ◆ Team Lotus are negotiating with sponsors for support in 1998. It would be good to get them back.
- ◆ Rumours abound about an all Japanese team including Toyota, Yamaha, and Bridgestone.
- ◆ The British government will follow Canada's lead banning tobacco sponsorship. How this will affect the British G.P. is still unknown. Implementation is still being negotiated.

OIL DRIPS (from Paul MacDonald)

- Paul MacDonald has his Virginia TR8 on the road, at last! Everything is working on the car, however Paul still has a bit to go on the exterior. It will be at the Richmond Show and should win a prize for the most colors of paint (primer).
- Ed Kaye is almost finished Vivien's GT6, but ALMOST doesn't count except in horse shoes -- right Vivien?
- Steve Bourne is getting his GT6 painted at Landon's -- can hardly wait to see the results -- he has put so much work into it.
- Ted Neilson is trying to work some demons out of his electrical system - keep the faith LUCAS.
- John Tierney had some new inserts put on his seats. They look good -- come and see them at Richmond.

OIL DRIPS (RE: Richmond Car Show) (from Paul MacDonald)

- Al Tierney is looking after the car olympics for all of those who think they are good at driving and ESP.
- The club display is sure to get a lot of attention -- you'll have to see it!!
- Paul Williams dyed a few interior parts of his gold TR8. Let's see if we can tell which ones, unless he brings the MGC-GT he recently bought.
- We are still very low on flea market vendors, so dust off those old parts and bring them along -- let's see if they won't fit in someone else's garage.

FOR SALE

1980 TR7 convertible: new top, custom pearl white paint, new blue interior, dual Webers, new this and new that, plus extra parts - (what Triumph wouldn't be complete without extra parts? - Ed) call Paul Dokuchie at (613) 834-3268.

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The Ottawa Valley Triumph Club is comprised of approximately 75 members. The Club meets on the fourth Monday of each month at the Manordale Community Centre, Knoxdale and Carola, at 7:30 p.m. Meetings include technical seminars, video presentations, restoration techniques and much more. The Club also publishes a monthly newsletter, *Overdrive*, which is distributed to members. *Overdrive* is also exchanged with newsletters from other clubs. The OVTC Executive at present is comprised of:

John Tierney <i>President</i> (home) 591-9572 (fax) 829-6331 (email) microzon@microzone.com	Ed Kaye <i>Newsletter Editor</i> (home) 692-1880 (fax) 722-3465 (email) wackid@istar.ca	Vivien Kaye <i>Treasurer</i> (home) 692-1880 (fax) 520-3739 (email) vkaye@ccs.carleton.ca
Bob Thomas <i>Vice President</i> (home) 267-4561	Paul MacDonald <i>Events Coordinator</i> (home) 226-2512	Ted Neilson <i>Regalia</i> (home) 834-4764

Membership is open to all individuals and companies interested in Triumph sports cars. Membership is \$30.00 per year (June/May) per household and \$60.00 per year, corporate.

Please send membership application to: 114 Delancy Dr., R.R. 2, Carp, ON K0A 1L0

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



OTTAWA VALLEY TRIUMPH CLUB MEMBERSHIP APPLICATION

Dear Triumph Enthusiast,

The Ottawa Valley Triumph Club (OVTC) is an organization dedicated to the preservation and pure enjoyment of owning and driving Triumph automobiles. Formed in the spring of 1989, we now have a membership of about 65 active members. The current lineup of cars include most of the popular "TR" series, as well as Spitfires and GT6.

The OVTC features monthly meetings, fun runs and tours, technical seminars, discounts on new parts at participating dealers and various social events throughout the year. In August, 1996 the club hosted the 11TH Canadian Triumph Classic - a three day meeting of Triumph cars from across North America. The Classic featured a rally and a *Concours d'elegance* amongst other activities.

Our strength is in our membership. We invite you to join our club to experience the fun and excitement of belonging to the Ottawa Valley Triumph Club.

For further information, please contact :

Jeff Patterson, Membership Secretary;
114 Delaney Dr., R.R.#2,
CARP, Ontario
K0A 1L0 (613) 839-2891

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Membership Application

Name(s): _____
Address: _____
City: _____ Postal Code: _____
Tel: (Res) _____ (Bus) _____

Membership Number

Triumph Car(s) Owned

	Model	Year	Commission No.	Cond.*
(1)	_____	_____	_____	_____
(2)	_____	_____	_____	_____
(3)	_____	_____	_____	_____

*Condition Codes: O - Original R - Restored B - Being Restored P - Parts Car

MEMBERSHIP DUES <i>Annual membership dues are \$30.00 Regular, \$60.00 Corporate. Please make cheques payable to the Ottawa Valley Triumph Club, and mail to Jeff Patterson, 114 Delaney Dr., R.R.#2., Carp, Ont., K0A 1L0</i>
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