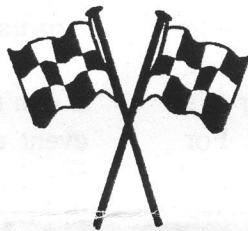
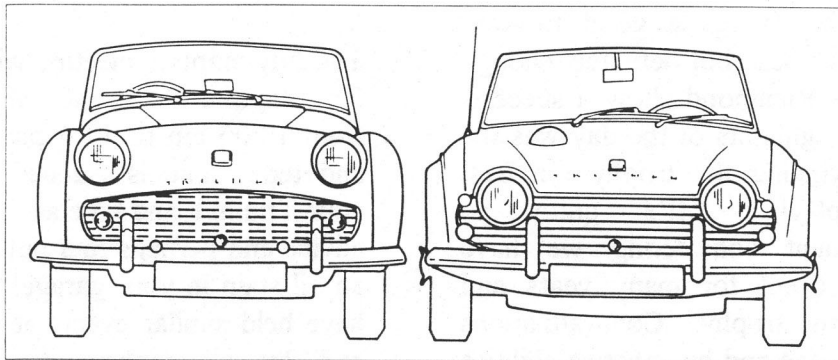




VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club



And the winner is.....

In This Issue:

July 1997

- **July meeting**page one
- Calendar of events.....page five
- British Museums.....page three
- And lots, lots more!!!



When Leyland took over Standard-Triumph in 1961, it installed Donald Stokes (later Lord Stokes) as Sales Director. He later became Triumph's Chairman and went on to preside over the introduction of the TR4, TR4A, TR5, TR6 and TR7 sports cars.

**A MESSAGE FROM THE
PRESIDENT,
John Tierney**

We Won!

Good weather brings a good turnout, maybe not the best, but definitely enough to deem the Richmond show a success. One of the highlights of the day was the O.V.T.C. winning the trophy for Best Club Display! It's quite an accomplishment considering we have hosted the event for many years and never won the trophy. Congratulations to Steve Bourne and his creative abilities for the display now known as "The Find". It was a mock-up of the proverbial lost TR3 peeking out from under the hay in the back of an old barn. It was admired by all attendees for its simplicity of design and execution. For me it illustrated a dream come true. I'm sure many attending the show have had the same dream.

So many people behind the scenes put so much work into the show that I don't know if I can thank them all. Paul and Kathy MacDonald for the bulk of the organization, Vivien and Ed Kaye for their support selling t-shirts, hats and dash plaques. Speaking of shirts, a special thanks to my brother George and his wife Karen for the artwork for the shirts (even if they do drive an MGA). Ted Nielsen was responsible for getting the shirts and dash plaques ready for the show. Bob Thomas got all the volunteers together to staff the gates and Teresa and Al Tierney took care of the games. I for one would never have guessed that extra horsepower would have come into play when driving with a bag over my head – but my time was the

quickest of the day. Thanks for all your efforts folks!

July Meeting: Free Advice, Tune Ups and Lots of Fun

The July monthly meeting will be held on Saturday the 26th at the "Miniman" shop from 10:00 am to 1:00 pm. A tune-up and tech clinic is planned. Bring out your Triumph and take advantage of free advice and perhaps find out why there is an oil stain in your garage! Other clubs have held similar events at the Miniman and by all reports it was a very informative and enjoyable day.

Annual End of Summer BBQ

I can't believe we are discussing this event already. It feels like we just got our Triumphs out of storage. This year the Benco's will get a break! In lieu of the regular monthly meeting in August we will have an "End of Summer BBQ" on Monday August 25th at 6:30 pm. at the home of Ed and Vivien Kaye, just south of Manotick. So mark your calendars and stay tuned to *Overdrive* for further details.

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Ned Loughrey

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RICHMOND SPORTING AND CLASSICS SHOW . . .

And what a show it was! A terrific turn out by the Triumph Club. Thanks to all who took the time and trouble to come by. We had 49 Triumphs (by my count). We were . . . four TR3's . . . one TR4 . . . two TR4A's . . . two TR250's . . . nineteen TR6's . . . four TR7's . . . seven TR8's . . . five Spitfire's . . . two GT6's . . . three Herald's. In total we had 103 sportscars on display for everyone to look at. There were: 18 M.G.'s, 2 Jensen Healey's, 6 Lotus (Elans-Esprits-Europa-Super Sevens), 2 Alfas, 4 Healeys (including a BugEye), 8 Jags, 1 Rover, 4 Mercedes, 1 Karmann Ghia, 1 Mini Cooper, 4 Morgans, 4 Sunbeams (including a Tiger), and a few others!

To all those who helped out, and we all know who we were - THANKS !

I would also like to acknowledge the members of the Montreal Triumph Club who took the time and trouble to visit our show. Thanks guys! As well as the two couples from New York who drove their TR3's up to the show.

(See elsewhere in this issue for Shannon Lee Manion's article which was sent to all area clubs.)

JUNE MEETING

The very next evening after the Richmond show was our monthly meeting. Al Tierney arranged for us to meet in the stately Laurentian Club, downtown on Metcalfe Street.

The turnout was large, which was good to see because we had a special guest. Mr. Kit Heathcote was present to speak

to us about his tenure with Triumph back in the fifties. Actually he joined the "technical office" in 1947 working on improving the speed of Triumphs thru various methods of both mechanical and aerodynamic design. As well he managed the patents.

Kit had numerous anecdotes to share including his interests in rallying. He participated in Triumph TR3's and Renown's in the Monte Carlo Rallye, the Alpine Rallye as well as the RAC Rallye in Britain. Kit finished off by feilding questions from the audience.

Al Tierney also spoke, giving a brief history of the Laurentian Club, as well as the building (a former residence for Philemon Wright), and his involvement with the club.

The President's message was one of praise to those associated with the success of the Richmond Show. John spoke of upcoming events including the July and August meeting (see elsewhere in *Overdrive* for details).

DUES ARE DUE

Some people are paid up but most are not. This will be your last issue of *Overdrive* if you are not paid up. We don't want to lose you! We were up to 89 members, lets keep it going and get over the century mark. "Membership has its privileges". Monthly meetings, newsletters, membership cards (forthcoming) entitling you to discounts at various auto related businesses, windshield decal (forthcoming), and much, much more! Send your cheque to OVTC, c/o Jeff Patterson, 114 Delaney Dr. RR#2, Carp, On., K0A 1L0.

AUTOMOBILE MUSEUMS

North of Heathrow (London), about forty-five minutes, in the small town of Gaydon is the *British Motor Trust Auto Museum*. This was our first stop in merry olde England last April.

We arrived at a parking lot where our entrance fee was to be collected. "Whoops" I said, "my wallet is in the trunk". The attendant looked puzzled as I got out and retrieved my wallet. "Mate, what did you call the boot?" Ah yes, we had arrived!

The Museum is a modern building set in the hills around Gaydon. Inside the main floor display is your typical marketing ploy, gift shops, restaurant, and a few cars including Rover rallye cars, chassis and engine displays, etc.

The main displays were down an escalator into a huge room. The first display was a very large collection of M.G.s, including the typical models one would expect but also concept models, race and rallye models, speed record setters from the thirties and the current M.G.F. model.

Front stage center was the Triumph display including the last Stag built (1977), also on show was a Dolomite, Vitesse, Herald, Spitfire, TR3, TR6, TR7, TR8, GT6, 2000, 2500 (the last one), and a Lynx prototype (never to be made).

Other makes of interest were early (1930's) Rolls Royces, Morris', Wolsleys, lots of beautiful Jaguars, Bentleys, Healeys, Minis, a 1928 Leyland Straight 8 and the nation's largest collection of Land Rovers.

Another forty-five minutes drive along the M-1 is Coventry, home to so many classic sportscars. In the olde city we easily found the *Museum Of British Transport*.

The building looks like a huge old warehouse and is very non-descript from the outside, however upon entering one can see that this is a very serious museum. One walks along designated "paths" viewing the displays which are highlighted by music, mannequins dressed in period garb and other period type motifs.

The Triumph display was a large selection of most of the models that were manufactured from the forties to the seventies. Included were a 1948 Standard, 1949 "20T", 1952 Mayflower, 1970 Vitesse, 1973 Dolomite, 1976 TR7, 1955 TR2, 1947-48-49-54-and-60 Standard, as well as a gorgeous 1934 Gloria.

Other interesting sights included 1930 Talbots, a 1913 Morris, King George's personal Rolls Royce, Aston Martin design prototypes, and lots and lots of Jags (SS1, XK120,140,150 etc...) including the last XKE built. There were more Daimlers than I had ever seen. Interesting the similarities to the Jaguars?? Stirling Moss had loaned his race/rallye Austin Healey and his 1960 Lola for display. There were Rileys, Calcotts, Alis', Singers, Rootes', Lotus', and on and on and on. What an impressive collection of cars!

As well as all the above, under the same roof they have the worlds largest collection of antique bicycles. Last but not least, an impressive collection of motorcycles including Triumphs,

Rudges, Nortons, BSA's, Coventrys and more.

Next time you are in England make sure you include trips to these great museums. I'm sure you will enjoy them as much as my family and I did.

WANTED: DEAD OR ALIVE

Contributions for upcoming editions of *Overdrive*. Are you taking in a Car Show this summer, either as a participant or a spectator? Write or fax me your rendition of the event. I can't (and won't) go to them all, and all us members want to hear about them, so please drop me a line. Share the details of events we can't get to this year.

F. Y. I.

Porsche and Harley Davidson are creating a joint venture to assemble motors and other parts for the bikes. The venture will be based in the States and production will begin in several years.

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NEW MEMBERS

Welcome to a friend of mine from up in the Gatineau hills, Rick Massey. He has been restoring his 1974 TR6 for the past couple of years. (Rumour has it that this car is for his daughter, Meaghan.) Rick is looking for spares including an oil pan and body panels. Call (819)827-1484.

Don Knudsen of Perth also joins us bringing a 1959 TR3, and a 1960 TR3 which he uses for parts. Welcome back, Don.

As mentioned elsewhere in *Overdrive*, Bytown British joins the corporate fold, bringing with them expertise in "keeping your sports car on the road".

FOR SALE . . .

Rick Dowhan (OVTC member) has lots of Triumph parts for sale, mainly Spitfire and GT6 used and reconditioed parts. Call (613) 736-7453.

Tom at (613) 258-0234 has a 1976 TR7 rust-free car for sale for \$1000.00 or best offer, includes a spare engine; no dents.

Shawn Spence has to part with his 1975 TR6: burgundy with black, 72,000 miles, O/D, and extra parts. \$3,900.00. Home phone is (613)591-8618.

1989 Spitfire with GT6 engine and transmission for sale by Herb Woods, phone (613)592-8871. Needs some work but runs.

CALENDER OF EVENTS

- **July 20:** M.G. Club croquet match. Call Len Fortin at (613)821-3140, 1:00 PM in Greely. Wonderful trophy up for grabs for the winning team!
- **July 26:** OVTC meeting at Mini-Man (see elsewhere in *Overdrive* for details).
- **July 26-27:** Brits in the Park, Lindsay, On.
- **July 26-27:** Antique Car Show, Granby, Qc.
- **July 27:** From Two Wheels to Four - Museum of Science and Tech, Ottawa - Vintage Auto Showcase (info: 991-3044) 10:00AM - 4:00PM (free admission and lunch to participants)
- **July 31-Aug 3:** Twelfth Annual Canadian Classic, Peterborough, On.
- **Aug 3:** Volksfest, Embrum, On.
- **Aug 3:** 1000 Islands Street Machine Show, Brockville
- **Aug 8-10:** Roadster Factory Summer Party, Pennsylvania
- **Aug 10:** 8th Annual British Car Day (Boot'n Bonnet Club) Kingston City Park, 10:00 - 4:00 Info: (613) 386-3797 or 542-8110; Kingston, On.
- **Aug 16-17:** Vintage Races, British Car Show, Mont Tremblant, Qc. (514) 664-4111
- **Aug 24:** Moggies on the Grass. Special invite to OVTC members to the Morgan barbeque, near Dwyer Hill. Call (613) 832-3620 for details.
- **Aug 26:** OVTC monthly meeting
- **Sept 5-7:** U.S. Vintage Grand Prix, Watkins Glen, N.Y.
- **Sept 13-14:** Antique Car Exhibit, Mont Tremblant, Qc.
- **Sept 19-21:** British Invasion VII, Stowe, Vt.
- **Sept 21:** British Car Day, Bronte Creek, Burlington, On.

UPDATE F - 1

- Damon Hill and Arrows boss Tom Walkinshaw are at each others throats concerning who said what about the other. Rumour has it Hill will be off to McLaren for '98.
- It looks like a go for the Malaysian GP in 1999, pending a positive meeting between Ecclestone and authorities.
- New sponsors are starting to show their logos on the F1 cars, including FedEx on the Benetton cars. This is due to the bans almost everywhere of tobacco advertising.
- A couple of "Cart" teams are looking to F-1 for potential participation in '98-'99.
- Jordan have signed a deal with Honda for the supply of Honda engines for next year.

OIL DRIPS

- Ed and Vivien Kaye are happy to report that the GT6 is (finally!) on the road. Must have been all the pressure from "friends" continually asking the *when* question. Thanks to Ned of Bytown British (a new corporate sponsor) for dropping everything and tweaking here and there to make it run like a top. Ned had a booth at the Richmond show and you may have spoken with him there.

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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 Membership</i> (home) 839-2891 (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 Delaney 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)

THE OTTAWA MG CLUB DOES THE MARKET

by Shannon Lee Mannion

The folks of the Ottawa MG Club could hardly wait to get in their registrations for the first annual Byward Auto Classic. And with inimitable club spirit, those who thought "deadline, shreadline", showed up on Sunday, June 1st, sans registration, and crowbarred themselves into the lineup. There were 46 allotted spots in Section B. The MG Club seemed to take up 20! Thank God, they're small.

The club members were having so much fun, flailing about with Dri-Wash, building patio furniture, and having snackettes that the Triumph Club decided to eschew their comfy, but lonely courtyard location and set up beside the MGers. Even the Corvette Club gave the area the eye, thinking they may just squeeze their cars on the median of what now looked like a jumble sale of British sports cars.

The show progressed with more MG's joining in or circling the block, waiting for the Austin Healey to leave, who by now was ensconced on the sidewalk at the top of the club display, doubtless figuring that it was open season for sports car parking at this end of York Street. The Lotus and Alfa Clubs were considering a move from in front of The Bay, but they would have to hang their cars from the sky, so thought better of it. The Jag's loved where they were and weren't budging.

The crowning accomplishment of the MG Club to draw not only spectators, but cars to their section was when a hulking 442 decided that since he was registered, come hell or high water, he was going to have a spot - and that big American behemoth nestled right in there, no problem.

So what's the moral of the story? No moral! Everyone had fun and this is what counts. I saw the MG & Triumph Clubs, along with the Volkswagen Club, having lunch at the Brig, and enjoying themselves immensely. I think the Volkswagen Club is still there. Mind you, as the person in charge of Section B, I had a few answers to come up with at a post mortem meeting to discuss the show. Questions such as, "Shannon, how come there were only 5 MG's registered and yet half the block seemed to be MG's??" And, "How come the rest of the block had all Volkswagens and yet only six were registered??" And, "Where did that Jensen and Morris Minor come from??" Well, the MG's and the Bugs, I can account for. You know they're friends, I had to let them in. But the others??

WHAT A SPORTS CAR SHOW AT RICHMOND

by Shannon Lee Mannion

Once again, the Ottawa Valley Triumph Club (OVTC) have outdone themselves in presenting the best sports car show in the region. Now, you might say it's the only sports car show - how hard can this be? What you must keep in mind is that most of the other shows incorporate some sports cars, but nothing to compare with OVTC's show at Richmond. For anything else doesn't come close, or at least seemed to have, what with the remarkable showing of the MG and Jaguar Clubs. But at Richmond, quantity and quality predominated; close to 50 Triumphs alone! You can't snuff at that!

I commend the Triumph Club on drawing an extraordinary field of cars. When have all the British sports car clubs, and some of every other marque of sports car, come to be in a show together? The success of the Byward Market show is eclipsed; there were no Ferraris, no Lambourghinis, no Porches, no Mercedes, and Hugh Dolan did not bring his 1941 Cadillac to the market. This show was the maiden voyage for the '41 Cadillac! I also noted the Alvis out for a spin, and some major metal from the 50's and 60's! Oh, that Buick and that Galaxie!

The Byward show did have a Jensen, but then again, Richmond had three, although not all at the same time. And Morgans; I don't think one thin Morgan made the Byward show, despite one being registered. Richmond had half a dozen Mogs, including the GOMOG club display, a bizarre exhibit of going camping in your Morgan. Note that this wasn't "with" your Morgan, but rather "in"! According to Greg Kauffman, the port-a-kayak gear apparently is an option. I think what GOMOG did this year was to take a look at some Volkswagen camper advertisements from the sixties and then drew their own conclusions about how much fun and frolic they could get up to.

The Jaguar Club went out of their way to create a sensation with their display. There was no way they wanted to loose the hard won trophy snatched from the hands of GOMOG last year. Additionally, they were up for a double whammy of bagging yet another trophy in the month of June, as Phil Karam's XK120 was the first place winner of the People's Choice trophy at the Byward Auto Classic. Dave Boon's XK150 was pressed into action, freed for the time being from it's cage and metamorphosed into a race car. A nice touch, up on blocks like that, tools everywhere, legs sticking out....Dave's legs??

Nonetheless, despite industrious efforts on the part of these two ruthlessly competitive clubs, from the time the first timber was put into place, and bales of straw strewn about, it was a foregone conclusion whose name would go on the trophy for 1997. The Triumph Club presented a display, the thought behind which was so simple (classic KISS), Morganeers and Jaguarettes walked by slapping their foreheads and saying, "Why didn't we think of that?" Spectators admired and hankered after the display called 'The Find' and voted accordingly. Congratulations OVTC and to Steve Bourne who was struck by a creative thunderbolt. Thanks to his brother, Rod, who was instrumental in setting up the test display on a Saturday and the real one on the day of. Special thanks to the Almonte Civitan Club for the loan of the tent and to John Pritchard for supplying the TR3 and not minding straw everywhere.