



VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club



October 1997

A MESSAGE FROM THE PRESIDENT, John Tierney

At the September meeting, approximately 24 people were in attendance. We suspect the typical last Monday of the month vs. the 4th Monday of the month confusion had a lot to do with the low attendance. There was however, a decent showing of Triumphs: two TR3s, four TR6s, one TR7-V8 and two TR8s. The TR7 was quite an interesting piece. The conversion was done by John Pritchard complete with a Jaguar I.R.S. setup. Very slick!

After almost an hour of tire kicking and even two test drives by Juliano, we filed into the clubhouse for the meeting, which started with nominations for the 1998 OVTC Executive. And the nominees are:

<i>President:</i>	<i>John Day</i>
<i>Vice-President:</i>	<i>Bob Thomas</i>
<i>Editor:</i>	<i>Ed Kaye</i>
<i>Events Coordinators:</i>	<i>Paul MacDonald and Steve Bourne</i>
<i>Treasurer:</i>	<i>Vivien Kaye</i>
<i>Membership:</i>	<i>Jeff Patterson</i>
<i>Regalia:</i>	<i>Ted Neilson</i>

As you can see, there is not a lot of competition for the positions. After a year as president I will step aside and not contest the position. Although I have enjoyed the involvement with the club executive I also feel that other commitments have taken priority: family,

job, you know, life! With a new baby at home and more travel with my job I felt that I was not able to do enough for the club. Perhaps in the future I will be able to volunteer a little more time.

After the nominations, we were graced with the presence of Mr. Kit Heathcote who has become a respected member sharing his experience as Triumph engineer from 1947 to 1957 and navigator in the works rally team. Always a pleasure to have Kit along. Kit welcomed questions from the floor and talked about who and how the early Triumphs were developed and tested. One of the members asked what Triumph he owned and he was sad to say he had never owned one of his own. But, it seems his son has made up for this - apparently he has a couple of TR3s (one being restored and one for spares) and a few TR6s (one daily driver and one for spares).

OVERDRIVE

As detailed in your June edition, "Overdrive" will next be published as a Christmas edition and after that, a February edition before returning to a once a month newsletter for the *driving* months. Our meetings will continue at the clubhouse, on the fourth Monday evening of each month. See you there.

NEW MEMBER

Welcome to Dan Cameron who brings to the club a 1970 GT6+ and a 1969 GT6+.

EDITORIAL

First and foremost a big thankyou to John Tierney for guiding us through the 1997 Triumph season as president of the club. Your one year tenure was indeed a hectic one, not only for the benefit of the club but as well as your business and personal life. Thanks from myself and all Triumph Club members. We wish you well and hope to see you at the meetings.

John Day has stepped forward to fill the position of President. (Good thing, as there wasn't exactly a stampede to step forward.) Most of us, if not all of us know John Day for his tireless efforts on behalf of the club. But alas after a one year hiatus from being the editor of this newsletter, John is ready to take on the challenge of President. Thanks John and welcome back. And thanks Lori for allowing him!

With John's experience and many contacts in the Triumph world this should prove to be a continued healthy transition for us all.

EMISSIONS TESTING

Well, Ontario's Drive Clean vehicle testing program gets underway next summer (1998), and the good news is that your Triumph is exempt, providing it is more than twenty years old.

Antique car clubs successfully argued that their vehicles are seldomly used and are generally in good tune. YAHOO!



For the rest of the vehicles, tests are mandatory every two years or when a vehicle is sold.

FOR SALE

- 1973 Restoration Project - TR6 - frame and engine redone, rollbar, luggage rack, two redline tires, plus lots of parts. Body tub shot but all other panels in excellent condition. \$1500.00. Phone Colin McCallum at 1-613-756-0672 (Barry's Bay).
- Recently, as I was leaving the liquor store, this fellow stopped me to admire and talk about my TR4. Turns out he used to have a TR4A and still has some parts. Most of the parts are chrome bits and pieces, as well as the wood dash and gauges. If you are interested call Dennis Boehm at 826-0048.
- Hard top for Spitfire, black with white liner, \$350.00, William Gohr, 731-1142.

WINTER STORAGE

Besides Boyd's (see Sept. "Overdrive") David Small is offering heated, monitored storage near Kaladar Ave. for \$321.00 for the season. Call 225-0968.

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SILVER WHEEL PLAN	

BRITISH INVASION REPORT

Due to a lack of input from anybody in the "OVTC", I've borrowed the following from the very active Montreal Triumph Club. Thanks to them in advance for the reprint . . .

What can I say? Great show...Lousy weather. This year the organizers enlarged the show to four days. They have organized an additional day for a driving tour of the very scenic area (on Thursday). Despite the weather, which was cool and, on Saturday, rainy, there was a record turnout of cars. 623 cars showed up (vs 584 last year). I'm sure that had the Saturday forecast been nicer, there would have been an even larger turnout!

As in the past there was the usual display of cars, selection of British food and ale (hot dogs and hamburgers too), and vendors of new and used parts, etc. As part of a group that went down just for Saturday, we were there for the wet day of the four. It did dampen the spirits somewhat (no pun intended) as people tended to stay in the tented area and out of the weather. This was attested to by the fact that they ran out of food at about 1:30 PM, as so many people were cold and hungry, instead of out looking at the displays. The organizers (wisely) decided to close the peoples' choice voting early, and minutes later decided to give out the awards on Sunday. Anyone who won but was not there would have their trophies sent to them. This was at about 2:00PM and at that point, about half the field left to retire to their motels, or go shopping or go for a late lunch.

All and all, I will definitely go again next year. It is the largest British Car Show in the area, and for anyone who likes these shows, this one should not be missed. Rain or shine. . .

Thanks for the news and congratulations to those of the Montreal Club who won the following :

1st place TR4 - TR250 Tom Snable

2nd place TR4 - TR250 Dick Aharonian

3rd place TR2 - TR3 Fred Fitzhugh

2nd place TR6 Early Chris Laflamme

2nd place TR6 Late Ben Laflamme

UPDATE F - 1

By the time you read this, or real, real soon, the F-1 circus will be over for another year. And what a year it has been, the best in as many years as I've been following it (more than 30). This is due I believe, to the fact that no one team has dominated the field, such as has been happening in the past. The cars, teams and drivers all have to be 100% to win on raceday. Probably the most significant factor in our enjoyment of the sport is no less than Jacques Villeneuve. If he hasn't won it this year, he is still the champ for us. And wait till next year !

Bytown British

1003 Cummings Avenue
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(613) 744-4900



Ned Loughrey

We'll keep your sports car on the road!

A "Bronte-ful Day" for British Cars (by travel reporter John Day)

The 'British Car Day' hosted by the Toronto Triumph Club has always been a big draw, and they pride themselves on saying "it never rains on British Car Day". Having missed a similar event in Bowie, MD. this year, I was determined to attend this one. Lori & I had planned to attend with Joe & Doreen Lashley and son Steve, who was over from Wales for a holiday. When we woke on Saturday morning, the weather couldn't be more depressing – a steady rain greeted my eyes. "Oh, great" I thought.

As it approached our 10 a.m. departure time, the rain had eased and the forecast sounded better to the west. It was decided to strike out, though Steve decided he might instead join us for the show on Sunday (if he wasn't having too much fun in his Europa). We followed the same travel plan as a couple of years ago, taking the northern route and back roads around Toronto and coming into Burlington from above. A reservation was made at the same motel as last time (\$50 per night for a room with 2 double beds, overlooking Lake Ontario). As we headed west down Hwy 7, the sky cleared and the roads were dry before Peterborough. This was more like it! Our casual drive got us to the motel just before 6 pm. We unpacked the cars and walked the two blocks to a British pub we knew (another reason for staying in the same motel). We had a good meal, good ales, and talked of the coming show.

The next morning, we walked about 4 blocks to a little diner for breakfast. On the way, we passed a large waste container with the company name "MG Disposal" (I'm not kidding!) written on

the side. "I've got to get a picture of this" I said, and came back later in the TR with my camera before going to the show. We arrived at Bronte Creek Provincial Park at about 11 am, and there were already hundreds of cars on the grounds. I parked my car with the other late TR6's, while Joe went on to the dozen or more TR8's. The weather was typical BCC – perfect, with just a few white clouds – it **doesn't** rain on BCC! I talked a bit with other TR6 owners – there were at least 3 other brown 1976's like mine (and two TR8's like Joe's). It was easy to have one of every kind of car there – they set a new attendance record of roughly 950 cars! We heard on the p.a. that all 800 goodie bags were gone before 2, and they stopped counting at 890 cars, with more still coming in! There was everything from a 1917 Rolls Royce to a brand new Aston Martin DB7, and everything in between. Amongst the oddities were a Jowett Jupiter and a TR6-engined '71 Marcos Mantis (which is apparently 1 of just a handful made). MG's and Triumphs looked like Fords & Chevs, and even E-types were commonplace (except maybe the V12 with the 6 webers). It was almost too much to see at one time! The vendors were aplenty and had many interesting things (although I was banned from bringing anything else home!).

I returned to the car later that afternoon to get ready for the long drive home, only to find a note from Pat Onions (our member from North Bay) on the wiper. Unfortunately, I never had a chance to run across him before leaving, and there was no chance of locating him in the large crowd – sorry, Pat! After a busy day of taking in the sights and sounds of another Bronte, we headed for home –

through Toronto on the 401 with the tops down, until it got dark and we had stopped to gas up again. I recommend this show to anyone wanting to see British cars in their glory (and I know of a cheap motel to stay at, too!).

Annual Santa Claus Parade in Downtown Carleton Place and Party after!

Saturday, November 22, 1997 is the Annual Santa Claus Parade in Downtown Carleton Place. This year, Steve Bourne and his wife Carol would like to invite all OVTC members and their families out to their home for a casual winter get together to watch the parade and relax by the fireplace after. The parade starts at 2:00 p.m. Directions: follow Highway 7 to Carleton Place. Turn right at the junction of Hwys 7 and 15, toward the business section of town. Turn right onto Munro Street - just before the train tracks and the KFC. The address is 92 Munro: Green clapboard on the right at the end of the block. For further info call Steve at (613) 253-0739.

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	Vivian 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
	Jeff Patterson <i>Membership</i> (home) 839-2891	

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)

