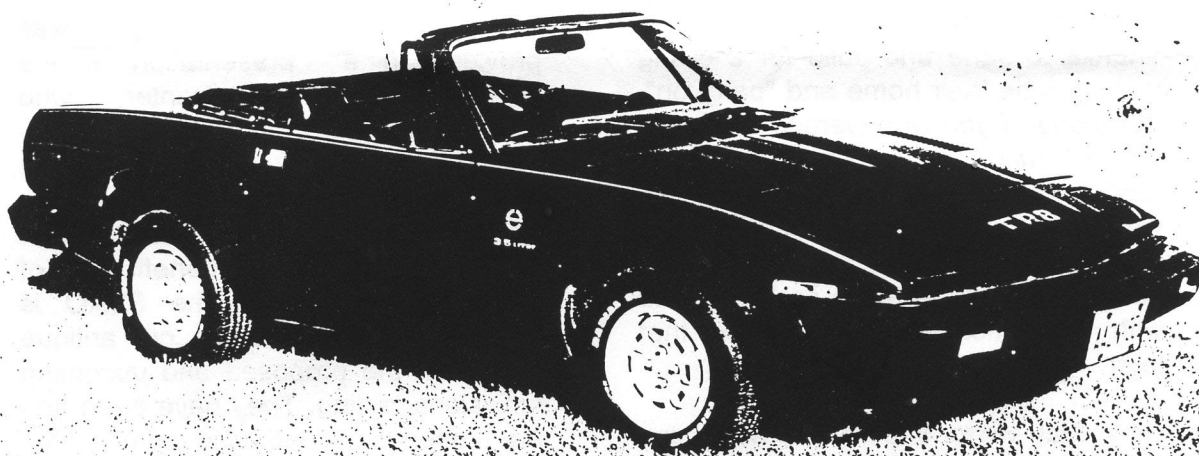




VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

WINTER 1998



Kathy and Paul MacDonald's finally restored and soon to be seen ferocious TR8

In this issue:



- *1998 Calendar of events*
- *Pat Onions' rallye events*
- *Edmonton follies*
- *And.....much, much more!*

A MESSAGE FROM THE PRESIDENT, John Day

IS IT SPRING YET? So long as winter isn't full of any more surprises I'll be all right. I've never wanted a winter to end as much as this one, and not just to get the car back on the road, either! It'll soon be time for sports cars - just be a little more patient.

At least the Christmas Party was one winter event that was a big success. Thanks to Jane and Julio for allowing us to invade their home and "party on". For those of you who weren't there, we had a terrific time, with plenty of good food and plenty of car talk. We also welcomed Kit Heathcote as an Honourary OVTC member for his past years of service with the company and with Ken Richardson. More on that later.

Now that we're into 1998, we'll also return to more meeting activities. We have a new 30-cup coffee maker at the clubhouse for the caffeine-addicted among us. We'll also have prize draws at the meetings, offering a variety of goodies to be won - from regalia to other items. Don't despair about the weather, folks. I can see the sunlight is lasting longer. We're nearly out of the woods! Cheers, JD.

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ALL CLUB MEETING

Yours truly and John Day attended the first automotive function of 1998 to promote our Richmond "Sporting and Classics" car show. The meeting was co-ordinated by Shannon Lee Manion, who has taken on the responsibility of inter-club communication. The purpose is to promote our cars and our enthusiasm in one strong voice.

Evidence of this common goal was provided in a presentation at the meeting by Paul Denter, who represents the "Specialty Vehicle Association of Ontario". This organization's mission statement is to work in partnership with governments to develop policy that is of benefit to all of Ontario. As lobbyists, the SVAO is responsible for exempting our antique cars from the proposed and upcoming emissions testing. They have been and are presently expanding in order to help us by representing us as one strong voice. There are many issues at present that threaten our present status.

Our club will be joining the SVAO (membership only \$25.00) so we can be kept up to date on our common interests. More details will follow at upcoming meetings.

UPCOMING EVENTS

Listed below are the upcoming events for the year. There are bound to be some changes, updates, additions, etc., etc., so I'll try to keep it current in each newsletter. Repeat... this is not gospel but only a guide to help in planning your upcoming events. As already mentioned in the last *Overdrive*, your executive will be asking a club-member (volunteers please!) to be the contact

person for each high-profile event that includes our Triumphs. The names and phone numbers of the volunteers will appear beside the respective event in each newsletter. The volunteers' responsibility will be to know the details of the show such as time, place, accomodations, directions, etc. The volunteer may also want to arrange a group "fun-run" to the location, for example. They will also be responsible for producing a report that will be published in this fine automotive journal.

As you can see this is going to be the best year ever for us car nuts so get your project going and join us at as many of these events as possible.

PRELIMINARY CALENDER OF EVENTS . . . 1998

- ◆ **April 3-5** Autorama, Civic Center, Ottawa
- ◆ **April 5** C.T.C. Cruise night begins, Heron & Bank St., every Sunday evening all summer long
- ◆ **April 25** Festival Of Maples, Perth
- ◆ **May 2-3** Stirling Flea Market and Car Show, Stirling, On.
- ◆ **May 6** Cruise night begins, Country Style Donuts, Greber Blvd. Gatineau, every Wed. evening all summer long
- ◆ **May 8-10** Carlisle Import Auto Festival, PA, USA.
- ◆ **May 9** Duck Race, Colonel By Drive
- ◆ **May 9th, 10th, 24th, 31st,** Motorsport Club of Ottawa, Corel Center
- ◆ **May 13** Cruise night begins, Place d'Orleans Plaza, every Wed. evening all summer long
- ◆ **May 16** Smiths Falls Flea Market and Car Show
- ◆ **May 24** Larkin Field, Walter Baker Arena Car Show, Nepean
- ◆ **May 24** Canadian Vintage Motorcycle Club Special Interest Bike and Car Show, Oxford Mills
Gord Robertson 226-5033
- ◆ **May 25** Cruise night, Home Hardware, Perth, every Monday evening all summer
- ◆ **May 30-31** National Capital Air Show and All Clubs Car Show (see elsewhere for details)
Ed Kaye 692-1880
- ◆ **May 31** Cumberland Antique Power Show
- ◆ **June 7** Byward Market Car Show, Ottawa
Vivien Kaye 692-1880
- ◆ **June 7** Motorsport Club of Ottawa, Le Circuit, Mont Tremblant, Qc. (cost: \$150)
- ◆ **June 11** Cruise night, Heron Gate Mall
- ◆ **June 13** Ottawa Jaguar Club Show, Aviation Museum
- ◆ **June 13** Rocko's Cruise night, Stittsville
- ◆ **June 14, 21st, 28th,** Motorsport Club of Ottawa, Corel Center
- ◆ **June 14** Richmond "Sporting and Classics" Show and Flea Market
- ◆ **June 14** Odessa Car Show
- ◆ **June 20** Corvette Show,
- ◆ **June 21** Antique Auto Club of Ottawa, Billings Estate Museum
- ◆ **June 28** Smiths Falls Car Show
- ◆ **July 1** Canada Day Car Show, Arnprior
Jeff Patterson 839-2891
- ◆ **July 2** Heron Gate Mall Cruise Night
- ◆ **July 4** Rocco's Cruise Night, Stittsville
- ◆ **July 5** Evolution of Wheels, Museum of Science and Tech
- ◆ **July 4-5** Boots and Bonnets Rallye, Kingston
John Day 723-9876
- ◆ **July 18-19** Motorsport Club of Ottawa, Porsche Invitational, Corel Center

- ◆ **Aug 1st, 2nd, 9th, 16th, 29th, 30th,** Motorsport Club of Ottawa, Corel Center
- ◆ **Aug 2** Brockville Car Show
- ◆ **Aug 2** Embrun Volksfest
- ◆ **Aug 9** Aylmer Car Show
- ◆ **Aug 9** Winchester Dairyfest Car Show
- ◆ **Aug 16** Mustang Car Show, Stirling Ford Ottawa
- ◆ **Aug 23** Boots and Bonnets British Car Day, Kingston *Jeff Patterson 839-2891*
- ◆ **Sept 5-6** Perth Fair Car and Truck Show
- ◆ **Sept 6** Rockland Car Show
- ◆ **Sept 10** Heron Gate Mall Cruise Night
- ◆ **Sept 12** Rocco's Cruise Night Stittsville
- ◆ **Sept 13-14** Watkin's Glen, NY, *Bob Thomas 267-4561*
- ◆ **Sept 17-20** British Invasion, Stowe, Vt.
- ◆ **Sept 20** 15th Annual British Car Day, Bronte Creek, Oakville, On.
- ◆ **Sept 19-20** Antique Auto Club of Ottawa Car Show, Nepean Sportsplex
- ◆ **Sept 26** Chelrod Car Club Rallye, Chelsea, Qc

(If there is an event I missed and you know about it, please contact me so I can list it in upcoming editions - Ed)

NATIONAL CAPITAL AIR SHOW AND ALL CLUBS CAR SHOW

This is a new concept this year that excites me to no end! I've had conversations with the chairman of this event, John Issenman, and I can share some of his ideas with you. He has meetings planned with various car clubs and automotive organizations all over Eastern Canada and the Northeastern

United States to invite antique and classic car owners to the show. He has parking for an unlimited number of these cars. There is no charge for admittance, in fact you will get into the air show for free. The cars may be interspersed with the static airplane displays, either by era (i.e. 50's with 50's) or by type (i.e. Spitfires with Spitfires).

John tells me that the exposure we would get is unprecedented with upwards of 80,000 people viewing the cars. The cars will be in secured areas to avoid those ten-year olds' sticky fingers and fearsome zippers. Stay tuned to *Overdrive* for more details.

CHRISTMAS PARTY

The Triumph Club ended 1997 with a Christmas celebration at Jane and Juliano Benco's house. I never did get a final count but it was somewhere around the mid fifties in attendance. The format was a BYOB and Jane provided the hors d'oeuvres and the very fine chili. The highlight of the party was the inception of Kit Heathcote as an honorary lifetime member of the OVTC. The "Chinese Auction" proved to be a hit, with the most sought after item being the "Roadster Factory" Triumph license plate holder. Way-to-go Teresa and Al Tierney for winning that prize. Thanks to Viv for organizing the auction. Thank you to Paul MacDonald and Steve Bourne, our events coordinators, but most of all to the Benco's for sharing their home with us that day. A job well done!

(As a first-timer to the rec room I was most inspired by Juliano's numerous automobile memorabilia and very innovative Triumph artifacts - Ed)

A "MODEL" TRIUMPH ENTHUSIAST

(Contributed by cub reporter John Day)

During one of my Internet "surfs", I discovered the page devoted to Triumph model cars. Among the pictures of Corgi cars and other scale model cars was the story of a Belgian owner of a TR4A pedalcar who wanted more information for his restoration. I had seen a mint condition TR4A pedalcar in the 'Autoworld' museum in Brussels two years ago and suggested he look there. This has led to a continuing correspondence with Erik Opdencamp. Erik has recently added to his pedalcar collection by purchasing a very rare (6 or 7 known to exist) 1/2 scale TR3A pedalcar. I'll have more on Erik's cars in future newsletters.

TRIUMPH 2000 CONTINUED

(A letter from Pat Onions)

Thank you Ed for your follow-up article on my automotive background and the days with Triumph. However, two things that I did not make clear: my friend Harvey was the Austin Morris dealer while I was a Triumph Dealer. This made for some very acrimonious competition between us both in business and auto sports. Although we organized a number of rallies together, only once did we do a major rally together. Also, I had stated that it was in 1966 that Mr. Millar (C.E.O. of Triumph Canada) had offered us the Triumph 2000 to rally. Actually it was right after our modest success with the TR4 in the 1965 Shell 4000 that Mr. Millar offered to sell me a 2000 for \$1.00, provided we run as a private entry and do all the work on the car.

As the 2000 had just been introduced to Canada, I was not thrilled with the idea of rallying a "sedan" but it was my "foot in the door" driving the Triumph. So off we went with a brand new Triumph 2000. I must say it was rather pleasant to drive a comfortable and smooth riding car after the rough and ready TR4.

We started off keeping the car basically stock adding only the usual rally equipment with driving lights and belly pan etc. Driving the car, the big plus we discovered was the long wheel travel that the I.R.S. offered us. This meant at speed, coming off knolls and large frost heaves, the car did not tend to go airborne and the rear wheels stayed on the ground giving us the traction we needed. Also coming into tight corners the car stayed tucked in and did not drift out like the TR4 did. This allowed us to get around tight and twisty roads much quicker than we were used to.

However, it was soon apparent that we had some problems. The engine and transmission mounts were much too soft, allowing the fan to hit the rad and the transmission lever to jam in the tower. This was corrected by moving the rad ahead and modifying the transmission mounts. Right away the rear upper shock mountings buiged out and cracked. After modifying these, we started to have trouble with the lower shock mounts on the wish bones. Not only that, the wish bones themselves showed signs of fatigue cracking at their mounting points. Late in the fall of 1966, Triumph sent us a much heavier and strengthened set of lower control arms. However, shocks were still a problem and Triumph never did see fit to produce a heavy duty shock. The only shock we could find in North America that came close were G.M.

shocks off a Buick. These however, were much better than stock.

The other problem was that we were down on power. However, the engine proved to be rather robust even with the modifications (i.e. planning head, port & polishing, changing exhaust system etc.). This allowed us to rev at 7000 r.p.m. With a long third gear we could reach 70mph. Many miles were driven in third gear and as long as we could do this and keep the revs up we were competitive. Our minus side was the engine did not like to get wet. No amount of water proofing seemed to work. Whereas with the TR4, we could hit wash outs and water holes with reckless abandon, pushing a great wall of water in front of us. The 2000 for some reason failed to do this, drowning out at the slightest provocation. Have you ever seen two disgruntled and exasperated rallyists sitting on the hood of a car in the middle of a water hole?

(Next time - The Rise and Fall of the 2000)

JANUARY MEETING

There was a quite a good turnout of the faithful on this cold mid-winter's evening. After the president's messages and news updates, primarily concerning the up and coming sportscar season, we watched videos on the giant video projection system.

First was a history of Triumph that was recorded on "Speedvision". Then we viewed Kit Heathcote's video of some of the rallye's that he was involved in (mainly the European Alpine Rallye). Some real good footage! Thanks Kit. Next meeting is at the usual spot, February 23rd. See you there!

FOR SALE

1977 TR7 Coupe - for parts or restoration, car is disassembled, lots of new parts including engine components, rotors, mag wheels, etc. Call John Minor - 829-2422

A FUNNY THING HAPPENED ON THE WAY TO FANTASYLAND

(by John Tierney)

For those of you that may not be familiar with Edmonton, "Fantasyland" is the name of the hotel at the West Edmonton Mall. Any visit to Edmonton must include a day for serious shoppers to the West Edmonton Mall. There are over 800 retail stores and I don't know how many restaurants. There is a Planet Hollywood, Hard Rock Cafe, Hooters and too many others to list. The mall has its own amusement park with a four storey high multiple-loop roller coaster (no I didn't ride it). The point is the Fantasyland Hotel is the place to stay in Edmonton.

On Saturday November 1, I took an evening flight from Ottawa to Edmonton. The Fantasyland Hotel was fully booked that Saturday so I stayed downtown at the Crown Plaza, an interesting circular structure resulting in unique pie-shaped rooms. For Sunday and Monday night I was to relocate to the Fantasyland Hotel.

Being on eastern time I awoke quite early Sunday and was ready to move to Fantasyland by 10:00 am. It was a nice bright day, no rain in sight, scattered clouds, and 3C. I was thinking, "nice day for a drive", but my Dodge Stratus rental car was not that inspiring. On my way to Fantasyland I noticed about a block and a half ahead of me a red

Sunbeam Alpine with the top down! This was obviously a die-hard sports car guy. The Alpine turned left and I continued on my way. About half a block further down the road I saw a white TR-250 and noticed in my mirror that he turned right down the same road, then a TR-3 followed him.

Well, I had to go back and check this out. I turned around and headed down the road where I had seen the sports cars go. I found about 20 cars gathered; a TR4, a Sunbeam Tiger, an E-Type Jag, a Mazda Miata, a Spitfire and a rally prepared Mini, amongst others. Being a TR8 guy I took notice of a pristine 1981 silver TR8 and had to get a closer look.

I got out and walked over to the Eight. A very nice all original 30,000 km example. I started to talk to some of the people and discovered they were gathered for the final "fun run" of the season of the Edmonton Sports Car Club. After a few minutes of tire kicking I said my good-byes and headed back to my rental car. Alec Cherwenuk asked if I would like to join them. I said thanks but no I thought a tour would not be that great in a rental car. He suggested I drive with him in the TR8.

With all the out of town work I had been doing in the past 14 months, I was quite short of sports car touring time -- I needed a fix. I decided to join them. Not really dressed for top-down touring in November I grabbed an extra sweatshirt from my bag and zipped up the best I could.

We headed out of town along some country roads. It was a beautiful fall day. I'd never had the chance to see any part of Alberta, so this was a great opportunity for me. What really struck me was how flat the countryside is.

The first stop was an Antique and Gift Shop. It was a very nice shop that had everything from jams and jellies to antique furniture. I got the feeling from talking to these folks that this stop was chosen to provide something of interest for the ladies in the group. A great idea.

We then headed out to what I gather is the "John Pritchard" of Alberta -- Rod Thomas' place. A combination British car wrecking and restoration shop. Inside the shop there were two rows of approximately 40 cars in various states of disrepair and restoration. Jags, Austin Healys, Triumphs, MGs and lots of unrecognizable stuff. These shops always amaze me with the way they resurrect cars from the dead. Some of the project cars I thought would have made mediocre parts cars.

It was then back into the cars to Fort Saskatchewan, down by the north Saskatchewan River and over to a local tea house and gallery for a bite to eat. I got the feeling the proprietors were a little overwhelmed by all of us descending upon them at once. We lunched and talked cars. I was able to see the parking lot from my seat. What a great sight, all of those sports cars, tops down in freezing cold weather.

I had a great time, met a bunch of really nice people, and toured the Edmonton countryside -- all on a day I thought would be a total waste. So thanks to Alec and all the folks at the Edmonton Sports Car Club.

A few things I got out of this experience and would like to share with you:

- Car guys are car guys, wherever you go. A common interest makes it easy to make new friends.

- Car clubs are car clubs. They have the same problems we do, getting people to take that first step to get involved and write an article or set-up a fun run.

If anyone from our club is in the Edmonton area be sure and look them up.

Edmonton Classic Sports Car Club
Apt. 221
11444- 119th Street
Edmonton, Alberta
T5G 2X6

Thanks for a great article John, I've heard that the guys and gals in Alberta are a great bunch, this proves it...Ed.

MURPHY'S LAW . . . AND VINTAGE CARS (Paul MacDonald)

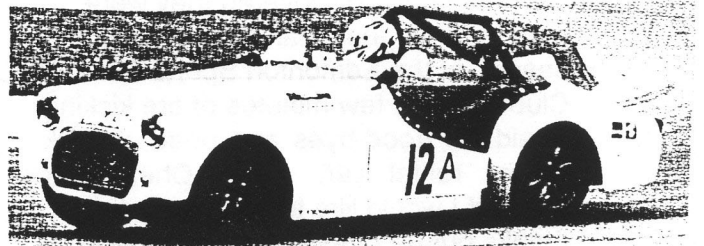
1. Never fix anything that is not broken.
2. The nut or bolt which is the most difficult to reach will always be stripped or seized.
3. No tool will ever be found again, once it is put down.
4. Nothing will ever go back together in the reverse way it was dismantled.
5. One last pull on a nut or bolt, to make sure it is tight, will always strip it, or snap it off, but if it doesn't get that extra pull it will always loosen and fall off.
6. Bright, clean and new parts are always defective, but dirty, greasy old ones work fine unless they are cleaned when they will not work either.
7. During a roadside repair, with the wrong parts being used, the fit will be perfect and the repair permanent.
8. A prospective purchaser, attempting to start the car, will usually cause ignition failure and/or flooding of the carburetor.

9. If a part is carried as a spare, it can either never be found or will not fit when it is needed, and if the spare comes in different sizes of lefts or rights, the one you need is not the one you have.

10. If, when removing an irreplaceable nut or bolt, it is dropped on a spotlessly clean floor, it will be heard to hit the floor and then vanish forever.

Editor's Note:

Thanks to John, John, Pat, Viv, and Paul for contributions this issue - Ed



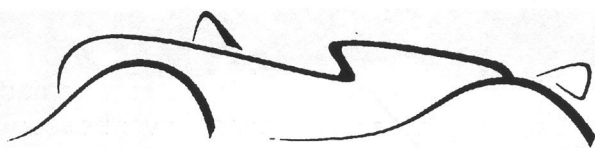
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1998 ByWard Market Auto Classic

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When? Sunday, June 7, 1998 **Where?** Various outdoor locations in the ByWard Market
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Up to 175 specialty, collectible & antique vehicles can be accommodated

Strict registration deadline: April 30, 1998

Name: _____ Club: _____

Address: _____

Phone: _____ Fax: _____

Year, Make, Model of Vehicle: _____

If chosen, we will send you a confirmation and information package by mid-May!
Thank you!

- If you have a clear, well-focused photograph of your vehicle, send it along! We may be able to use it in our publicity material. *(Sorry, but photographs will not be returned.)*
- Would you like an Auto Classic t-shirt? Send a cheque or money order for \$10 with your registration form (payable to "ByWard Market BIA"). Your t-shirt will be ready in time for the Auto Classic. T-shirts are XL, 100% cotton, white with dark blue lettering. The text, over the left breast, includes the logo at the top of this page and the words "ByWard Market . Marché By" underneath.

Please mail or fax this form to:
ByWard Market Business Improvement Area
457A Sussex Drive, Ottawa, ON K1N 6Z4
Fax: 562-3326 Phone: 562-3325





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:

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Jeff Patterson
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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)

