



# VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club



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## A MESSAGE FROM THE PRESIDENT, John Day

This summer season has been a real roller coaster ride so far in terms of weather. After a June we'd all rather forget, July has been sunny but very hot. Will we have to wait a few more weeks before temperatures are just right? Maybe I'm just getting too fussy. (No John – its called a black car with a black interior...) I am looking forward to the events in the second half of the summer: the two British Car Day events (Boot 'N Bonnet in Kingston on August 23<sup>rd</sup> and Bronte Creek on September 20<sup>th</sup>); Watkins Glen, also in September; and of course, our own OVTC barbeque next month. For details of all these events, read on! I hope to see many of you out at these events – they are a lot of fun!

## CALENDAR OF EVENTS

- ◆ **July 25-26** Brits in the Park, Lindsay, On.
- ◆ **July 26** Kingston AutoFest, RMC Fort Henry
- ◆ **July 30 -Aug 3** 13th TTC Canadian classic, Sarnia/Point Edward, On.
- ◆ **Aug 2** Thousand Islands Car Show, Brockville
- ◆ **Aug 1st, 2nd, 9th, 16th, 29th, 30th,** Motorsport Club of Ottawa, Corel Center
- ◆ **Aug 2** Brockville Car Show
- ◆ **Aug 2** Embrun Volksfest
- ◆ **Aug 7 - 9** Roadster Factory Summer party and TR8 get together, Pennsylvania, USA
- ◆ **Aug 8 - 9** Festival de l'Auto, Lasalle, Qc.
- ◆ **Aug 9** Aylmer Car Show
- ◆ **Aug 9** Winchester Dairyfest Car Show
- ◆ **Aug 16** Mustang Car Show, Stirling Ford Ottawa
- ◆ **Aug 23** Moggies on the Grass,
- ◆ **Aug 23** Boot 'N Bonnet Club 9<sup>th</sup> Annual 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 - 27** Carp Fair Car Show
- ◆ **Sept 26** Chelrod Car Club Rallye, Chelsea, Qc

Watch for a new event coming to Canadian Tire, Merivale & Hunt Club in early September. This is a cruise night for collectable foreign cars (i.e. Triumphs). This is being co-ordinated by our own Paul MacDonald who will keep us up-to-date on the progress.

## VW CLUB OUTING

We are all invited to join the VW Club for a fun filled weekend at Rideau River Provincial Park on the weekend of July 24<sup>th</sup> and 25<sup>th</sup>. Although it is late notice they have kindly extended the invitation to us to enjoy their hospitality. Hot dogs and burgers are provided. For details and other info please call RON BELL at 224-5527.

## NEXT MEETING JULY 27<sup>th</sup>

Usual spot at the clubhouse, usual time of 7:30 p.m. John Day has arranged an interesting speaker for us. Dan Petschenig is resurrecting the Stebro exhaust system product line. Dan will have a sample exhaust along and will explain what goes into making a good exhaust system. He will be able to listen to your requirements and offer you a quote. In addition to our guest speaker Dan, we will have the usual tire kicking and various updates on what's coming up in the world of events that you can participate in.

### FOR SALE

- 1975 Spitfire 1500. 30k original miles, dual carbs, header, four tops and an overdrive tranny. All receipts since new. Asking \$6800, must sell. Call Peter Popplewell at (w) 763-6092 or (h) 226-4280.
- 1957 TR3 small mouth, overdrive, factory hardtop, one owner, stored since 1970, complete but needs restoration. Not for the faint of heart! Only \$2500 OBO. Call Dave Geller at 514-338-1569 days or 514-744-4328 eves.
- WANTED: TR3 differential, in rebuildable condition or better, preferably complete with brakes, axles, etc. Call Dave Geller at the number(s) above.

### F.Y.I.

A reliable source tells me that the Automotive Museum in Kingston has closed down. Reasons are unknown at this time however there is talk of a "replacement" opening up sometime soon perhaps near Belleville or Trenton. Stay tuned for details...

## ENJOYING THE NEWSLETTER ?

I hope so! While I have your attention; have you remembered to send in your membership dues? If not, this will be your last newsletter, so come on, get up off your butt, write a cheque for \$30.00 and send it in to Jeff Patterson. Where else can you get a deal like this that costs the same amount as a box of beer? Besides, we need you!

## PRINCE EDWARD COUNTY TOUR

( By John Day, Travel Reporter)

I was looking forward to visiting the county this summer, as I do every year. It is probably my favorite touring region – it has everything you could ask for in a drive. Unfortunately, this year was not what I expected. For starters, the Saturday brought solid rain all day, finally letting up just before supper. Sunday was not much better, as my TR6 clutch pretty much gave up the ghost and I was glad to just get the car home. Still, the bunch of us who went (Days, Bencos, Lashleys, Hennesseys and Dave Huddleson) still had a good time, and Joe Lightfoot was a perfect host, as always. The TR6 is in the process of having its clutch replaced, so I'll be back!

## OVTC BBQ 1998

Steve and Carol Bourne of Carleton Place are our hosts this year for the annual BBQ. It will be held on Sunday, August 16<sup>th</sup>. The OVTC will provide the food. For refreshments, we are looking to do another tour of the Hart Brewery, similar to our tour several years ago. More details will follow in the next edition of *Overdrive*.



## SHANNONVILLE WEEKEND

(By John Day, Travel Reporter)

Joe Lightfoot of the Boot 'n' Bonnet club was racing his '65 MGB at the VARAC races in Shannonville. Joe and Doreen Lashley joined Lori and I for the weekend, staying at my in-laws' house in Belleville, a ten minute drive away. The weather this weekend was almost too good – it was the beginning of the heat wave, so it was scorching hot. We watched Joe in his MGB, and we also watched Derek (son of Brian and Pat) Mills' team car race. Derek complained that the car was overheating and leaking oil. Sounds like a typical drive for a British car, I said! It was a lot of fun.

## CANADIAN CLASSIC

The Canadian Classic is held each year over the long weekend in August, and it is being held in Sarnia this year. OVTC members Bob Thomas and Jeff Patterson will be going, so if you are interested in going, please give them a call. Well-known Triumph author and historian Graham Robson will be the guest of honor for this year's banquet, so it should be worth the long drive. Tell us all about it, guys!

## NEW TR BOOK BY

**BILL PIGGOTT**

(by John Day, Book Reviewer)

Many of you are familiar with Bill Piggott's Original Triumph TR book of a few years ago. Mr. Piggott has now gone into greater detail in his quest to illustrate the intricacies and subtle differences between and within the models over the years. He has now split the TR2 through TR6 range into two volumes, each bigger than the original.

Doreen Lashley brought me back the first volume after a recent trip to see son Steve in England. This volume covers the sidescreen models, plus additional rare models such as the Belgian "Francorchamps" coupes and the Italia. The second volume, coming out this fall, will cover the TR4 through the TR6.

For those of you that are interested in ordering these, or any of Bill Piggott's books, please contact Vivien Kaye, as she can arrange to purchase the books at a discount if there is sufficient interest.

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## TRIUMPH 2000 DAYS (Continued) (by Pat Onions)

To honor our commitment with Triumph Canada to enter the 1966 Shell 4000 Cross Canada Rally, we had worked hard to make the car competitive (as outlined in previous articles). Mr. Allen Miller, President of Triumph Canada, had made a promise, if not to Triumph England at least to himself that he could sell the 2000 against the then successful Volvo 122 Canadian. This was a hard nut to crack, especially from a rally point of view. Volvo had factory works cars entered with one top European driver and a top Canadian driver and were also giving help to private entries. Volvo had won the last year's rally.

The Shell 4000 rallies that were run from 1961 to 1968 have to go down as one of the toughest physical endurance international rallies run at that time. They were run from Friday afternoon to the following Friday night. We drove anywhere from 12 to 16 hours a day depending on circumstances. (You were allowed to be up to 4 hours late a day and still be classed as a competitor.) Only 10% of the rally was run on pavement, the rest on gravel or anything that resembled a road. There were at least one and sometimes more "Closed Sections" where we simply ran against the clock. These were run on race tracks, in National Parks, Army camps, or on old abandoned roads. Private entries, as we ourselves were, had the added burden of making our own overnight accommodations, arranging for any spare parts at overnight stops, plus all the other things that go with distance rallying. All this we paid for ourselves, including the cost of our meals.

In 1965 with the TR4, in order to cut costs, we had arranged to stay with friends, or friends of friends on the

overnight stops. This proved to be disastrous, as we never arrived at the time they had been told. It meant that they had to drive us several miles to their homes where we ate warmed over meals. They wanted to talk about the rally while we could hardly keep our eyes open at the dinner table. Then, more often than not, we had to get up at 4 or 5 a.m. and have someone drive us back to the staging area. We were lucky to get 4 hours sleep at best. In 1966, we arranged to stay at a hotel or motel and have our meals sent to our room. It cost more, but we did manage to get more sleep!

As outlined before, we had worked hard to at least keep the car together. With a much factory modified lower wish bone and the body mounting points for the shocks strengthened every which way, even the shocks seemed to be lasting longer. We also had done as much to the engine as we thought we should to retain reliability, but were still way down on H.P. compared to the factory prepared Volvos and Ford Lotus Cortinas.

In 1965, I had signed a contract with Dunlop Tire. They had supplied us with their then new SP radial competition mud and snow tire. These tires had proven to be very reliable and had stood up very well on the TR4. In 1966, when they again asked me to be a contract driver for their tires, I was happy to do so. However, after repeated promises these special tires failed to be delivered before we started our drive out to Vancouver for the start of the rally. Dunlop then promised they would be waiting for us in Vancouver, but they were nowhere to be seen. More phone calls, more promises, but they still failed to appear. It wasn't until the day of the start of the rally that we discovered that Canadian Motor Industries (the then importer of Toyota cars who were running a team of Toyota Crowns) had all the Dunlop SP's

including the ones promised to us! Although Dunlop came through and supplied us with new bias ply tires and had new ones waiting for us at overnight stops, they proved to be utter garbage. They blew out, separated and rolled off the rims, costing us several hundred points in lost time by the end of the rally. I will never forgive Dunlop for the way they misled us at that time.

On the other hand, my contact with Champion spark plugs proved invaluable. They had the best engineers and technicians in the business. With the latest diagnostic equipment, they made sure we were getting the best performance from their competition plugs.

Also on the 1966 rally, I had a new navigator. Peter Smith was a member of our local club and was an active rally navigator. It took some arm-twisting to get him to navigate as he was newly married. It was a major commitment considering we would be away from home for 2 to 3 weeks and most of us would sacrifice our holiday time to do it. It was for this reason that my regular navigator, Doug McLellan, felt he could not leave his new family for this amount of time. It was at the 1965 Presentation Banquet that Doug received a phone call. He returned to the dinner table ashen white – his wife had given birth to twin daughters prematurely. We drove back to North Bay non-stop the next day!

(Triumph 2000 Days to be continued....)

(PS – For those who may be interested, the tires we usually ran on were standard bias ply Firestone snows. These stood up remarkably well considering the punishment we gave them.)


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#### PRODUCTION FIGURES

	TR4	TR4A	TR5	TR250	TR6PI	TR6 Carb	Total
1961	2470						2470
1962	15933						15933
1963	10082						10082
1964	11518						11518
1965	250	13735					13985
1966		11097					11097
1967		3633	150	2357			6140
1968			2797	6127	51	1468	10443
1969					2053	6632	8685
1970					2401	9702	12103
1971					2681	10810	13491
1972					2674	10766	13440
1973					2901	11924	14825
1974					1072	11440	12512
1975					79	9113	9192
1976						6083	6083
<b>Total</b>	<b>40253</b>	<b>28465</b>	<b>2947</b>	<b>8484</b>	<b>13912</b>	<b>77938</b>	<b>171999</b>

#### Notes

1. The year totals are based on cars built, not cars delivered in any particular year.
2. The split in 1971 between injection and carburettor cars has had to be based on chassis numbers rather than Triumph Production Statistics, as for this one year only Triumph counted the two models together.

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BRITISH CAR DAY

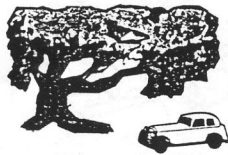
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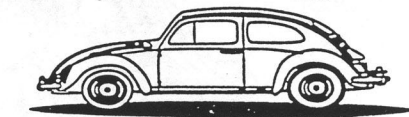
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Marque/Model & year of vehicle \_\_\_\_\_

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SEPTEMBER 11

Race Reenactments

See many of the SVRA cars take two laps of the original 1948-52 6.6-mile circuit through the streets of Watkins Glen! The 1998 festival will include a special reenactment of the Seneca Cup Race complete with a LeMans Style start, featuring cars and drivers from the original downtown races.

Watkins Glen Drivers Walk of Fame  
Racing legends who raced at The Glen will be enshrined in the Walk of Fame on Franklin Street.

Concours d'Elegance\*

A judged show for classic and vintage cars. Admission fee of \$35 per vehicle includes lunch for driver and guest, a commemorative bottle of Glenora wine, and a tour of the original circuit. Limited to 50 vehicles. Register by August 15.

Glenkhana\*

A funkhana for sports cars, designed for both skill and enjoyment. Open to vintage, classic, and sports cars. Includes two escorted laps of the original race circuit. Smaller cars preferred. Registration fee is \$15, only \$10 if also registered in the Glenora Run.

Glenora Run\*

A rally for vintage, classic, and sports cars. Registration fee of \$35 per vehicle includes escorted lap of the original circuit, lunch for driver and navigator, a commemorative bottle of Glenora wine, and display parking on Franklin Street.

Auto Mall and Vintage Swap Meet\*

Looking to buy the car of your dreams? Looking to sell a vintage, classic, or sports car? Need vintage car parts, components, services, or memorabilia? The Swap Meet will be held across from Learn Motors. All cars and vendors must be pre-registered. \$25 per vehicle or vendor space.



Schedule of Events\*\*

- 9 am - dusk Vintage Swap Meet/Auto Mall in Operation
- 9<sup>am</sup> Glenora Run Road Rally Begins, Glenora Wine Cellars
- Noon Concours d'Elegance begins, State Park Parking Lot
- Noon Opening Ceremonies and Walk of Fame Inductions, Court House Lawn
- 1 pm Glenkhana Begins
- 2 pm Franklin Street Closes
- 3<sup>15</sup> pm Glenora Run/Glenkhana Tour of Original Race Circuit
- 4 pm Glenkhana Resumes Concours d'Elegance Tour of the Original Race Circuit
- 4<sup>30</sup> pm SVRA Race Cars Arrive from Watkins Glen International Franklin Street Party Begins
- 5<sup>15</sup> pm Concours d'Elegance Awards Ceremony, Original Start/Finish Line
- 5<sup>45</sup> pm Reenactment Opening Ceremonies
- 6 pm Reenactment Cars Gridded
- 6<sup>15</sup> pm Green Flag for Race Reenactment
- 7 pm Second Race Reenactment
- 9 pm Fireworks, State Park Gorge Entrance
- 9<sup>30</sup> pm Franklin Street Reopens



15<sup>th</sup> ANNUAL  
BRITISH CAR DAY

Sunday, September 20<sup>th</sup>, 1998

Presented by: The Toronto Triumph Club

Bronte Creek Provincial Park, Oakville, Ontario

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Gates open at 10:00 AM. Voting ends at 2:00 PM.

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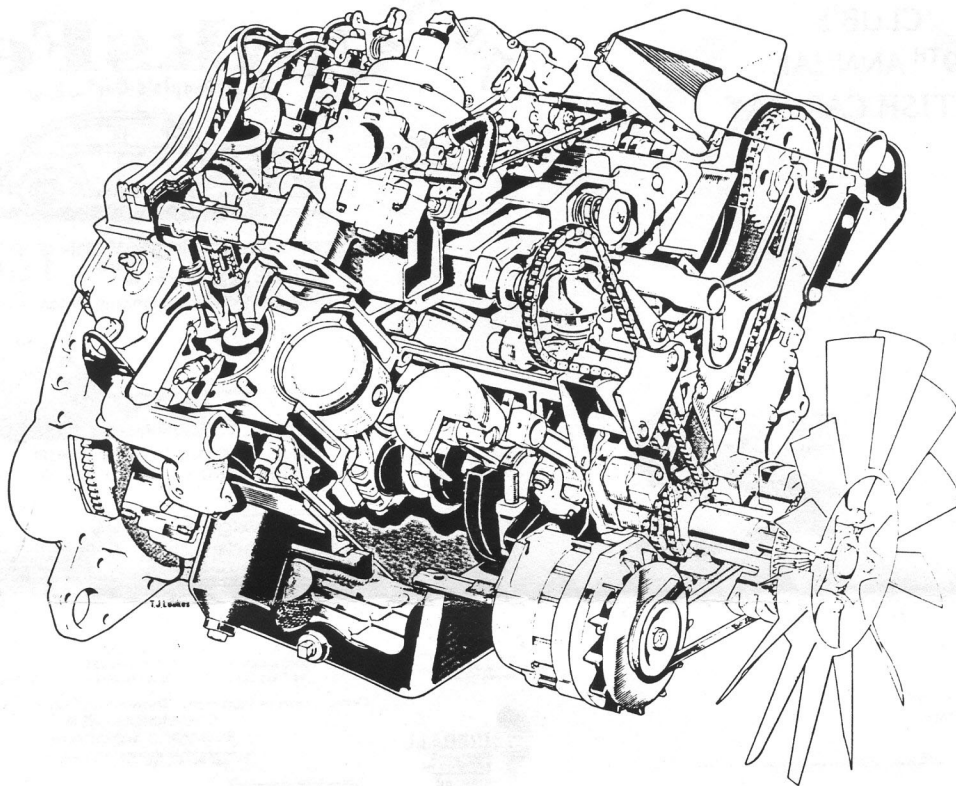
TRIUMPH  
75 years



\* For a registration form, either call the Watkins Glen International ticket office at 607-535-2481, or request by fax at 607-535-2544, or visit the festival's web site to print out a form to mail in at <http://www.theglen.com/gpfest.html>  
Note: Past participants will be given opportunity for guaranteed registration until April 5. New participants will be accepted after April 5.







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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Paul MacDonald 226-2512  
 Steve Bourne 253-0739  
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Jeff Patterson  
*Membership*  
 839-2891

Gord Robertson  
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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)*

