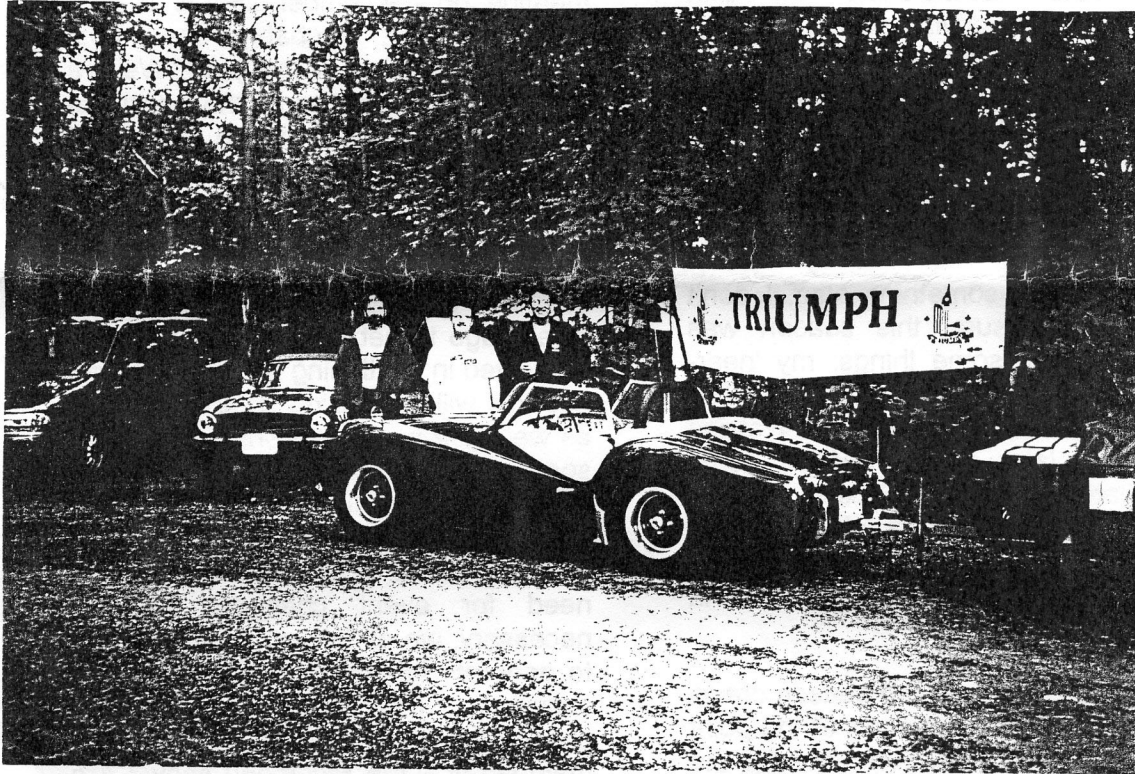




VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club



August 98

Watkins Glen reportPage 4

Steve Bourne's GT6 (see below)



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

We find ourselves reaching the end of yet another all-too-short Canadian summer and TR-driving season. I never know where the time goes, and it seems to go by faster and faster. I thought summer holidays went by fast when I was in school, but nothing like this! Perhaps it was the questionable weather we had for some car events this year compared with past years, or whether it was something else, I don't know. To be sure, this season was memorable for some things: my 'near-death experience' of buying the TR3A and the fantastic weekend at Watkins Glen (see later on for details) come immediately to mind. Others, not so much: a nearly rained-out Richmond, a virtually rained-out Picton and other lesser events conspired against us in varying degrees.

At any rate, as the driving season draws to an end, we find ourselves at the point of electing our OVTC Executive for the upcoming fiscal year. After having done the newsletter for several years and having a year's sabbatical from official functions, I opted to go for the more public role of President this past year. It was an enjoyable experience for me, though I may have an idea why we see so little of past presidents at club meetings & functions – you need a bit of a break from it after such a heavy commitment of time & effort. Still, as always, what matters most is the fun the cars provide, and that will never end for me! Cheers, all! JD

NEW MEMBERS

Welcome to Peter Hurst, our newest OVTC member. Peter has a modified TR250 with a Ford V8 and many other interesting mods to the car.

**A MESSAGE FROM THE EDITOR,
Ed Kaye**

In case you forgot, our up-coming meeting on September 28th is a very important one, probably the most important meeting of the year. We are taking nominations for all the executive positions in the club. In the event that there is more than one candidate for a position, there will be an election by show of hands.

We, the executive, met a couple of weeks ago to get a flavour of who was interested in continuing on and who was not. We will be looking for a new editor as well as a new president. Please give some thought as to how you may contribute to the club.

Also discussed at the meeting was the need for event changes. This is necessary, we all felt, so as to continue to generate interest in club events and activities. For example, should we change the format and/or venue for our main event – the Richmond show? Are we happy with our usual meeting format or do we need a change? Let's really try to get some driving events going, as this is why we own the cars.

We will have some new and/or repositioned blood for leadership. Let's all try to communicate our wishes and desires. Most of us think a change of some degree is necessary. As for me, I plan on staying active in club activities, in contributing articles for *OVERDRIVE* and enjoying the comradeship that the club offers. I've done the newsletter for two years now, and although it was a very rewarding experience I'm finding it a little laborious, and I just don't have the time I need to continue to carry on in this same format. Those of you that belong to other clubs know that this is possibly the best newsletter around.

Other monthly editions are generally one or two pages, and other newsletters appear only quarterly. So with this in mind the OVTC will endeavor to continue *Overdrive* in a similar format.

Thanks to all of you for reading and encouraging me along and a special thanks to all of you that contributed articles over the past two years. And one more thank you, to my wife Vivien, who was always there helping me along with the layout and doing all the computer stuff I'm totally useless at.

SHOW REPORT – BRITISH CAR DAY, BRONTE PROVINCIAL PARK

As this event was on Sept. 20th there just wasn't enough time to include it in this edition. Next month I'll have a report on how the OVTC contributed to the 1000 plus car event.

AUGUST MEETING

Our meeting was held at the very nicely accented home of the Bournes in Carleton Place. The weather did not look good initially, but cleared up just as events were getting under way. We enjoyed a tour of the Hart Brewery, then sampled the different types of beer available. I couldn't quite make up my mind which I liked best, and had to try a little bit of each one. Pity that. After the tour, it was back to the Bourne's to enjoy their hospitality and fine bar-b-queing. It was a fine time and real nice to see Steve's GT6. Yes, there really is one. Thanks, Steve and Carol, for hosting the annual event.

CALENDAR OF EVENTS

- ◆ **Oct 9-11** Vintage Racing Festival, Mosport, On.
- ◆ **Oct 25** Autojumble Flea Market, International Centre, Mississauga. Sponsored by the MG car Club of Toronto (416) 410-5464

PRICE REPORT

Any deals out west ? I recently went through British Columbia's Import Auto Trader, more out of interest than anything else, and concluded that there are no great savings out west. Prices seem to be comparable to what we have around here. The big advantage on the west coast of course is that there is minimal rust and henceforth a lot more cars to choose from. A few examples :

TR3, 1957, good condition, \$9000
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SHOW REPORT - BRITISH CAR DAY KINGSTON

Vivien and I both look forward to this show as it gives us an opportunity to visit family and take in a great car show as well. As we've done in past years, we left on the day before the event (Saturday) with both the GT6 and the TR4, equipped with tools and extra fluids should we need it. The trip to Kingston was uneventful and quite pleasurable in the heat of the summer. On Sunday, we woke up to overcast skies and the threat of rain. Hopefully it would hold off for us. The show was held in "City Park" near the waterfront, under some majestic old trees. A great location for a car show!

As usual, the Boot'n Bonnet Club had everything organized and set-up by the time we rolled in at ten o'clock. By about noon there was a very respectable number of OVTC members there, most of them with cars. Overall there were over a hundred British cars present and even a truck designed to haul Mini's. Did it rain? Yes – and all afternoon, not a heavy monsoon type, but a steady rain none-the-less. Surprisingly, only one car left early - the rest all stayed until the end of the show. Jeff Patterson and I are glad we stayed. We both won real nice plaques, Jeff for third place overall and myself for best wheels and tires. As well, Jeff and I teamed up for games which included fan belt toss, nut toss, identify the part, etc. and we came in third, each winning a nice medal. Thanks to Wes and the other members of The Boot'n Bonnet Club for a great show.

Viv and I decided to spend another night in Kingston and drive home in the sun the next day, or so we thought. As soon as we left we ended up driving through thunder storms. Oh well! On or about the same spot that the GT6 overheated last year, the TR4's fan belt broke in a

big way, breaking the sensor/switch unit for the electric radiator fan. Well, as most of you technical sorts out there know, in order to replace the belt the engine mounts have to be loosened and the engine jacked up six inches or so. But fortunately I don't have the conventional set-up AND I even had a spare fan belt so it was an "Indy" type pit stop. We had to keep moving so as to maintain the flow of air through the rad as the electric fan was inoperable. We made it home without further incident.

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**SHOW REPORT – WATKINS
GLEN 50TH ANNIVERSARY
VINTAGE GRAND PRIX**

Vivien and I were both wary yet excited about taking in our first Watkins Glen event. Wary because we had heard all the stories of how cold, wet, and miserable it can be, and normally is. Excited because we hadn't been to a race event like this in years.

We had been planning this trip for weeks and had everything all set. We bought a dual axle trailer and took delivery of it on Wednesday evening. The purpose was to trailer the TR4, not only for this show but for the many more we will be trekking to over the next number of years. Thursday was a brilliant day with nothing but sun and above average temperatures in the extended forecast. Both cars (the TR4 and the Lincoln) were loaded with camping gear, coolers, clothes and more clothes and everything you could imagine for a camping weekend. The plan was to meet Jeff Patterson (and family) and Bob Thomas at the Thousand Islands bridge. As we approached the 401 on the 416 I thought we should tank up so as not to hold everyone up. As I braked to slow down for the turn, the TR4 lurched forward off the trailer, dropping down a couple of feet and making a gut-wrenching crashing sound! Viv and I looked back, looked at each other and figured the hitch had broken, leaving the trailer and the TR4 to crash into the back of the Lincoln.

So there we were in the middle of the 416 trying to sort out a solution. As it turned out, the ratchet fasteners I had used to secure the car had given out at the back, allowing the TR4 to basically be floating free as we cruised along! Fortunately I had stowed a "come-along", so we were able to pull the TR4

back off the hitch area of the trailer. No damage done, just a couple of scrapes where the frame of the TR slammed onto the tongue area of the trailer.

On we went, gassed up, and the TR4 very secure this time. Jeff had made arrangements with Bob that if he wasn't at the bridge to carry on without him and he would meet us at the Glen. Well he wasn't there and we learned later that day that his truck had broken down just outside his house leaving himself, Cheryl and Allen stranded with a full load of gear. Fortunately he was able to arrange a van loaner/rental and meet us later that day about three hours late.

Off we went, following Bob in his TR6 for a very pleasant cruise through New York state to our destination, the State Park just outside the Glen. With tents set up we spent a relaxing evening settling in and planning the rest of the weekend. It was cool that first night but the forecast was awesome.

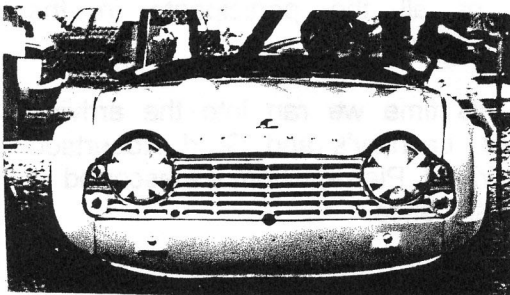
Friday we all went our separate ways to the various events in the village. Bob and Jeff were on a "run" in the TR6 through wine country with about 140 other vintage sports cars. Viv and I were taking in all the cars in and around the village including the concours event. As we were approaching (on foot) our pit stop (liquor store), we met up with Juliano and Jane Benco for coffee. They had left Ottawa at 5:30 AM in their TR6 making good time in five hours. About this time Bob and Jeff had finished their "Glenora Run" and were arriving in a special events parking lot to continue the events. They actually came second out of all the participants in the "Glenkhana".

By this time we ran into the arriving Day's, Lashley's and Gord Robertson and friend, Pierre, whom we escorted to the campsites.

The rest of the day was cars, cars, and more cars. Just when we thought that there couldn't be any more a whole group arrived in town from the race track. There had to be five hundred of them, most in racing trim. We wandered about taking pictures and found ourselves at the start/finish line in time for the re-enactment of the races. Standing beside Briggs Cunningham, his son, and chief mechanic we videotaped the hundreds of cars accelerating off and then proceeding through on their laps of the old course. That evening was party time in the village ending with fire works, and of course the campfire at the camp site.

Saturday we were up bright and early and off to the race track. As I had pre-registered as an antique we parked in a separate viewing area with hundreds of other classic motorcars. Each and every one was spit and polished clean and very desirable. After walking around the pits it was time for our parade lap on the track. Following the expert Bob, we found ourselves in the second row of all the hundreds of cars, just behind the pace car. The advantage here was that we in fact were able to get in two laps while most only got the one! After that it was time to settle back, enjoy the races with friends and sip some brews. Dinner was in town for the whole bunch of us and then back to the campsite for campfire festivities.

Sunday was the day we all had all waited for with a full venue of races. The highlight was the unlimited horsepower Can-Am cars, including the Shadow and a MacLaren.



There were many highlights that weekend including the following:

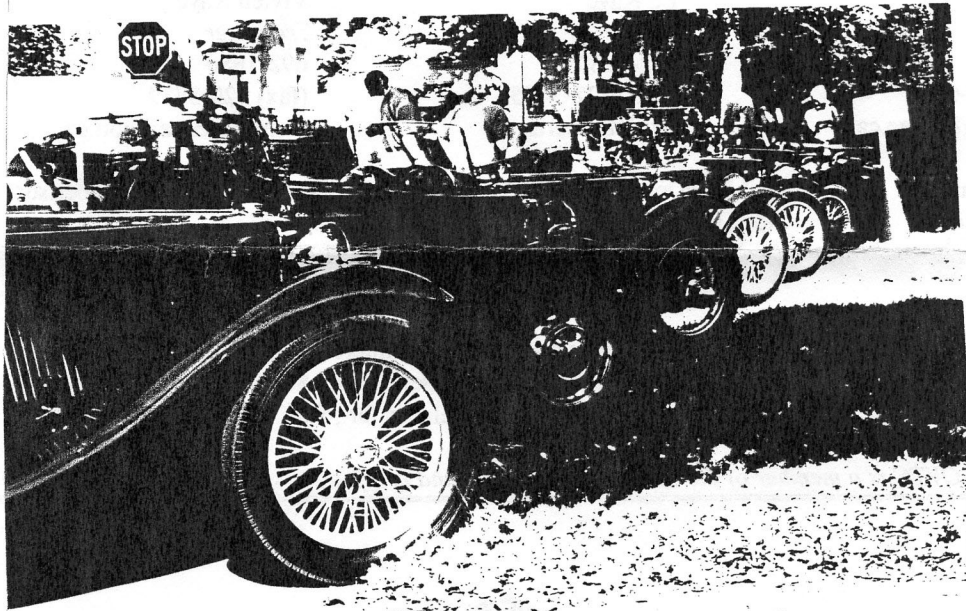
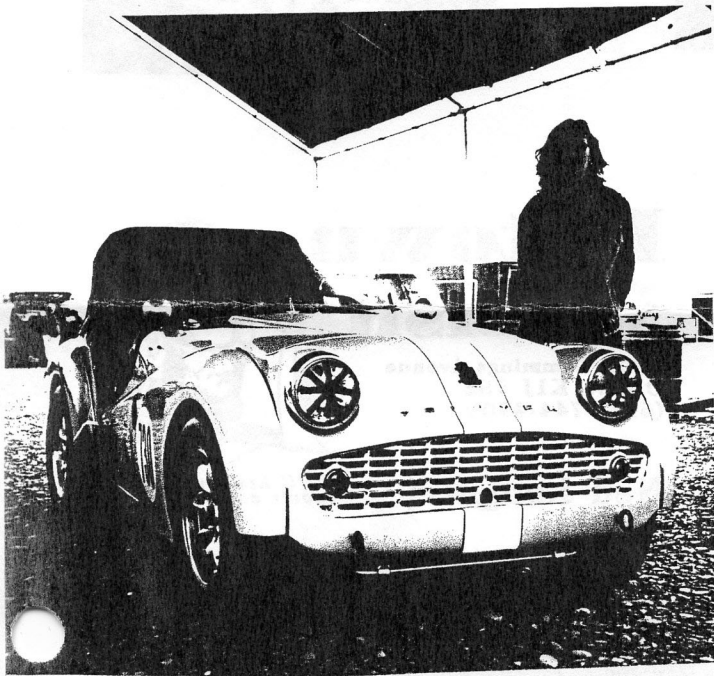
1. Seeing Joe Lashley and Juliano Benco in their pit-crew M.G. outfits. We have pictures to prove it.
2. Viewing up close, racers such as a Turner, Devin, and a Thunderbolt, which I had never heard of.
3. Seeing everybody arrive safely.
4. Running into the Days and Lashleys at just about every corner.
5. Seeing all the marques of all the various years, except for a GT6. We only saw a couple of race versions on the track.
6. Clean washrooms.
7. Campfire get-togethers.
8. Meeting and talking cars to lots of new acquaintances.
9. Just when you thought you had seen all the cars, more showed up.
10. Bob in his TR6 and Viv and I in the TR4, burning up the backroads from the track to the campsite.
11. Jeff and Cheryl's breakfasts.
12. Watching Stirling Moss race.
13. Learning that Gord Robertson's oil pressure in his XKE was not a problem, just a "gremlin" (Lucas).
14. John and Lori showing up with a trunk full of fire wood. Actually it was some real nice waste from his home renovations.
15. Learning from the owner of the Thunderbolt that it was one of only 400 made and the only one made with Triumph running gear.
16. Being on the start / finish line for the Vintage Races.
17. Drinking black & tan on the main street of Watkins Glen hassle free.
18. Getting out of second gear on the track.
19. And not losing my Triumph off the back of the trailer as we motored down 416!

It is hard to know if this event will ever be equalled due to the great weather and abundance of cars but if you haven't been, and enjoyed what I've

tried to describe to you, we will see you there next year! (P.S. Over the winter months there will be a video at one of the meetings.)

FOR SALE / RENT

As mentioned elsewhere in *OVERDRIVE* you all know that Vivien and I have a dual axle car trailer. It is available for rent, however certain conditions may apply. I'm at (613) 692-1880.





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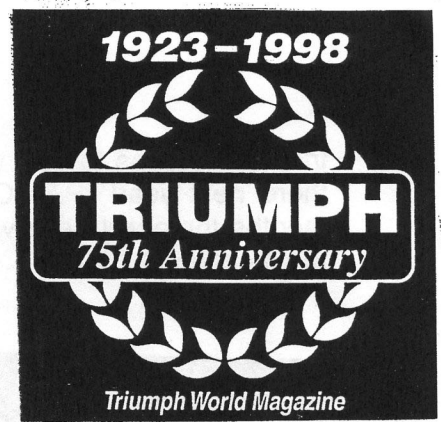
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The Ottawa Valley Triumph Club is comprised of approximately 75 members. The Club meets on the fourth Monday of each month at the Manordale Community Centre, Knoxdale and Carola, at 7:30 p.m. Meetings include technical seminars, video presentations, 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:

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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)

