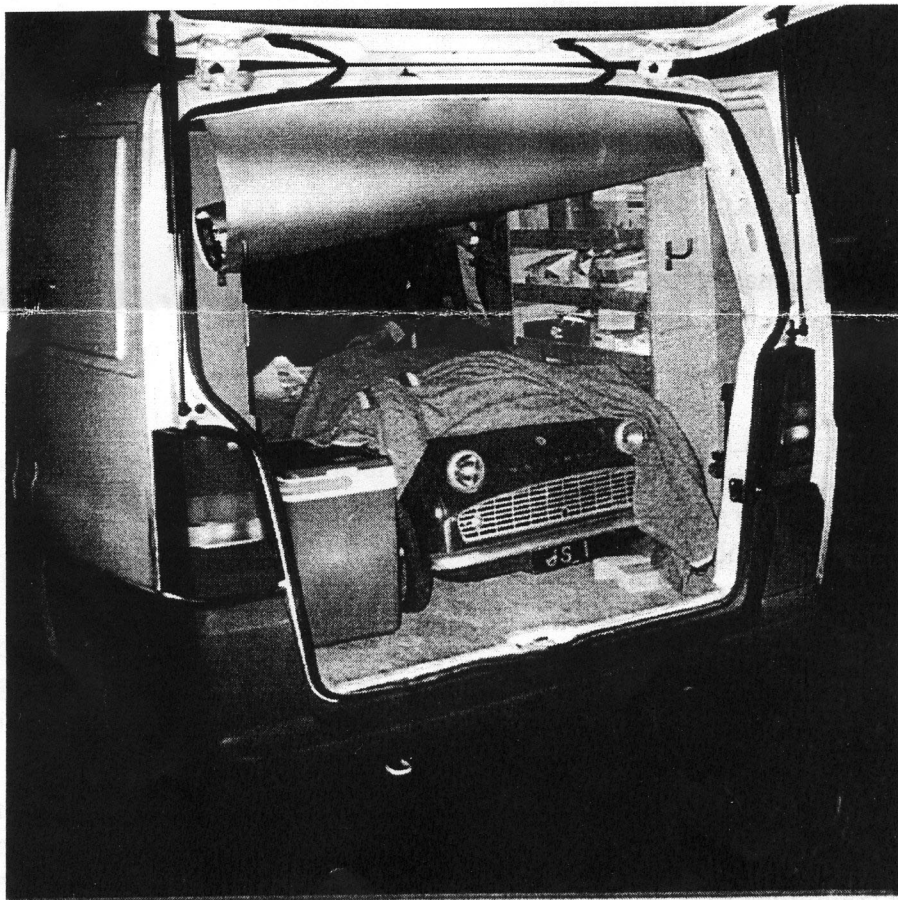




VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

December, 1998



What all little kids want for Xmas!

- *Triumph 2000 - The Last Chapter* by Pat Onions
- *Canada GT Challenge Cup – in Ottawa for 1999*
- *Plus much more!!*

Cover: *As I mentioned, this picture shows the relative size of the 1/2 scale TR3A 'junior'. Too big to go on Julio's mantle!*

NOTICE!! Next Meeting - January 25 '99

As always, the Club Christmas party takes the place of a December meeting (who would be thinking about going to one at this time of year? Certainly not guest speakers!!). Have a great Christmas season, and we'll see everyone next January 25!!

Message from the President:

It's hard to believe that as of yet there is still no snow on the ground and the temperature has been very favorable. I would imagine some people are kicking themselves for having put away their sports cars already.

Here we are two weeks away from Christmas. I don't know about you, but I have lots of shopping left to do! Nothing like the pressure of the season to get me moving. And it is the time of Christmas parties, including our own OVTC party. But by the time you read this, I will have already seen you there.

The November meeting was a lot of fun. Glen Robinson discussed the art of automobilia and brought some models and literature, including his own collection. I even found a model of a Scirocco (much to Ed's chagrin) which came home with me. No GT6 models, though, but Ed found a TR4A.

The executive met in early December, and we are busy making plans for 1999. We've already filled the slate for the January, February and March meetings. We're also starting to gather a committee to organize the dart tournament to be held sometime in March. Anyone interested in lending a hand please let me know. We are also planning to organize fun runs next summer. If anyone knows an area of interest that they would like to lead us to, please let us know. So far we

have a volunteer to lead us on a fun run to Westport.

I would like to take this opportunity to wish you and yours greetings for the holiday season. May you enjoy a safe and happy holiday. See you in January!

New Members:

Dean Burchart – Dean is in the process of restoring a 1972 TR6. Don't expect to see him at any meetings in the next year or so – he's restoring the car as a gift for his wife, and wants it to be a surprise. Good luck, Dean – if she does learn of it, the 'birthday present' story will be a tough sell!

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Ned Loughrey

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November Meeting:

The location of the November meeting was the Centrepointe Restaurant on Woodroffe Ave., not far from the usual site. I hope no-one turned up at the clubhouse wondering what was going on. I had nailed a sign in the ground announcing the location change just in case, but the wind was so strong that night the sign had been blown right out of the ground.

Pat Onions won the 'furthest distance to a meeting' award, as he was in town for a couple of reasons, one of which was the meeting date. Martin Harasek was also present, returning as a married man. Andrea was not present, unfortunately (c'mon, Andrea – don't be shy!). We had a pretty good turnout, all around.

Perhaps the reason was our guest speaker. Glen Robinson, our collectibles vendor from the Richmond show last year, was on hand to talk to us about the world of automotive collectibles, such as diecast cars, magazines, brochures, and so forth. As well as talking collectibles, Glen had some of his collection there for sale, and some others just for show (to Steve Bourne's chagrin!).

Glen began by describing himself and how he became interested in collecting, and how he has recently turned his hobby into a business. Most of us can recall playing with various small cars as kids. Most often, these toys would end up having the paint chipped off, the tires broken, and so forth. Eventually the toys would get lost, or our mothers would throw them out. Just like old bubble gum cards, we have seen how we would regret these actions.

Glen said his mother never threw out his cars, and he became a lifelong collector. In addition to the cars themselves, Glen said that as a boy he would go to dealerships and pester the salesmen until he got brochures of the available models. Naturally, his interest was in the domestic cars, but he did occasionally get some import cars and flyers as well.

Years later, as the baby boom generation looked back to days of their youth, nostalgia has become a big business. We all know the prices available for classic cars, but it has spread to so many related areas, such as in brochures, diecasts, and so on.

Many of us in the club who attend the big U.S. and Canadian events like Carlisle, Hershey or Barrie (or Richmond!) will now likely recognize Glen, as he is both buying and selling at these and other shows.

Our thanks to Glen Robinson for talking to us about the world of automobilia, and in particular for sharing his merchandise and personal collection with us! Cheers, mate!

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"TIDBITS" (by Ed Kaye – jr. sub-assistant to her worship, the most honourable President)

At long last we will all have name badges to wear at meetings, events and so on and so forth. The names were compiled from the latest list of current paid-up members of the OVTC and will be available for pick-up at the monthly meetings. They will not be mailed out due to cost restrictions, so if you can't make it to the next meeting or two, or three, we will continue to bring them along until you can pick it up.

Due to the cost factor I only had badges made for the names as are posted on the mailing list except for those spouses that do attend the meetings and events either frequently or infrequently. If I missed anybody please let me know and I'll quickly have one made up. This is as was stated at the last meeting, in case you weren't there.

More Regalia Developments:

Although they weren't available in time for the Christmas party, We will (unless the unexpected happens) have OVTC lapel pins available for the next meeting in January. Gord has finally been able to find someone who can do the job for us (a tougher assignment than expected), but I'm sure they will have been worth the wait. Gord will have all available regalia at the January meeting, for those who wish to start their 1999 Xmas shopping a little early. We're also investigating the cost and desirability of other

items: key fobs, plate frames, etc. Stay tuned for more developments!!

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The Further Exploits of Pat Onions:

TRIUMPH 2000 - THE LAST CHAPTER

After our misfortunes in the 1966 Shell 4000 Rally which were described in the last article, and because of the week-ends that were taken up rallying, our enthusiasm waned somewhat, but did continue to rally the 2000 in local and regional events. I must admit however I was looking for a more competitive ride, mainly with Datsun (Nissan) at this time.

However, in 1967 two significant events took place. First was a protest launched by 'Volvo International' regarding the results of the 1966 Shell Rally in which they were denied 1st place. (Don't know what the protest was about, but think it had to do with timing). Volvo took this protest to the highest level, namely FTA with the result that they lost their protest. Volvo Sweden was so upset with this that they pulled out of all International Rallies and to this day as far as I know, they have never returned to rallying. Up to this time they had pretty well dominated the Shell Rallies: so in 1967 it meant we had no factory Volvo to contend with.

The second major event happened when about a month before the 1967 Shell Rally, Mr. Miller (CED of Triumph Canada) phoned me and announced that Triumph England were sending 'ME' a factory-prepared Triumph 2000. This car was based

on the team cars that Triumph had built for the RAC International Rally that is run and is still run in England. I couldn't believe it. After all this time we were finally to get a factory ride in a factory prepared car. Now mind you, although Triumph were to pay all expenses, Doug and I would still have to maintain the car and still make all the arrangements and hotel bookings etc. We didn't care, this was really BIG TIME for us.

Well the car arrived about 2 weeks before we were to leave to drive it out to Vancouver. At first glance it was impressive. It was completely stripped of all upholstery. All seams were welded, complete roll cage, racing seats with 4 point harness. It had a full race blue printed engine that was reported to be putting out about 160 HP. However, walking around the car with everyone admiring it, one of the Triumph mechanics came up to me and said I had better drive it around a bit before I took it back to North Bay.

Well I soon discovered it was geared so low that it felt like you were driving in second gear all the time. The suspension was so firm that there was practically no wheel travel at all. This was completely unsuited for the Shell Rally. It took some hard fast talking with Mr. Miller to get the Co. to replace the rear end with a stock unit and replace the McPherson struts and rear shocks with stock units. By the time this was done it left very little time for Doug and I to install our own driving lights and all our own rally instruments and get the car set up to our own liking. In other words we had no time to properly try the car out before we had to leave for Vancouver. With hurried goodbyes we left North Bay so we might have 3 or 4 days to iron out minor problems when we got to Vancouver. On the drive out we found the engine, besides running very rough, to lack power, but more importantly at higher RPMs we ran out of vacuum and had little or no brakes. We passed this off as a timing

problem and just put it on the list to do when in Vancouver. On arrival we headed for the Triumph garage that was run by two Portuguese lads who had been very helpful on our previous rallies. They did what they could, even changing the vacuum booster, which made little or no difference.

At rally headquarters there were engineers & mechanics with the latest test equipment. I must say the Champion spark plug engineers went out of their way to try and solve our problem, to no avail. The Portuguese lads happened to have a new 2000 in stock of which they were willing to take the engine out and install it in our car. Frantic phone calls to Mr. Miller failed to get permission to do this, so we were stuck with what we had.

Off we went in a cloud of dust, but that's all we were. The engine failed to have power when we needed it and I found myself using the hand brake more often than not. We were just not competitive. The second day out, about mid morning we were climbing a long, steep, switch back hill when 'BANG' the engine let go. I coasted back around and then coasted to the bottom of the hill. Doug and I pushed the car about 2 miles on a main highway into the Village of Golden, B.C. We found an old fashion garage with an open pit. The old gentleman was reluctant for us to tie up his pit, but said we would gladly pay for its use. Now to do any work on the bottom end of the engine in the 2000 you have to completely pull the engine. Using an old A frame, this we did, to discover we had broken a wrist pin of all things. The Portuguese lads had a stock piston and wrist pin on the bus the next morning. We didn't know if a stock piston would work in this engine, but it did. We got it all together and were prepared to chase down the rally and at least join along with it although we were D.N.F. We started the engine up only to find we had no oil pressure. Pulling the engine back out we found somehow we had not put the pin in on the drive gear for the oil pump. By now we

were so tired and disappointed that we spent another day in Golden and then drove right back to North Bay.

Doug and I had another go at the engine, but without success. It really was Triumph's problem. I returned the car to Toronto. I never heard further from Mr. Miller or what happened to the car.

Thus ended my relationship with Triumph. It left a lot of unanswered questions.

Pat Onions

The TR3 'Junior' pedalcar by John Day:

Last month's issue featured a description of different Triumph pedalcars. This month I wish to offer a little more detail on the TR3 Junior pedalcar, as provided by its Belgian owner, Erik Opdecamp.

I met Erik via the Internet. He was looking for information on a TR4 pedal car he has, and shortly thereafter bought the TR3 Junior. Erik has kindly sent me several letters and photos since, including this month's cover shot when he obtained the car. He is working at restoring the TR3, and is receiving some help from its original builder from 1960!

According to Erik, the TR3 Junior originated when a Mr. David Hunt built a 1/3 scale TR3 pedalcar for his children. The quality of his work was such that word got back to Triumph, who approached him to build 100 cars in 1/2 scale. The idea was to have a Junior in each U.K. Triumph dealer showroom for children to try out while their parents bought the real things! David also built 8 pr so extras, for his own personal property. The cars were first presented at the 1960 Birmingham Motorshow, as David was given a Herald to transport the Junior to shows on a custom-built trailer.

The original purchase price in 1960 was a high-end £48 7s 6d. You could buy a used TR2 for that back then! That was a lot of money for a child's toy, but you got a lot of toy car for your money. Erik sent me a

photocopy of the original brochure, published by the factory itself, which offered the following:

" The TR3 Junior will accommodate two children from 4 to 9 years of age, and because of the 'dual pedal drive' both children have the feeling of powering the car. The wonderful accuracy of detail on the TR3 Junior is achieved by using a body of glass-fibre which is not only robust but also light in weight. Children and their parents alike will be impressed by the finish of this car and the crowds it attracts.

Comfort and safety have been carefully considered. The two bucket seats are individually adjustable and the body has a full floor – no more bruised ankles when a child's feet slip off the pedals. Electric lights and horn, accurately-sized fascia panel, sprung steering wheel, pneumatic tires and front independent coil-spring suspension are just a few of the refinements which make the TR3 Junior unique among toy pedal-cars."

The specification sheet also included the following:

Overall length – 6', 7"

Overall height – 1', 10½"

Overall width – 2', 7"

Weight – 75lbs.

Tires – pneumatic 12½" x 2¼" Dunlop

Colours – British Racing Green, Spa White, Pale Yellow, Signal Red and Powder Blue.

My thanks to Erik Opdecamp for his many letters, photos and E-mails to keep me informed as to TR happenings in Europe, and on his fun with TR pedalcars. Cheers, Erik!!

'Canada GT Challenge' comes to Ottawa: Arriving home from the November meeting, I had a message on the machine from a member of the Ottawa Motorsport Club. Calling back the next day, I learned that Ogden Entertainment wanted the names of two members of the club so they could attend a presentation and Senators hockey game at

the Corel Centre in two days' time. After checking with the Prez, Ed & I went that Thursday to see what it was all about.

We were treated to a very nice reception in a room containing a Camaro GT racer. A video presentation of the 1998 Canadian racing season lasted for about 15 minutes, after which David Dakers of Ogden described the plans Ogden had for 1999.

For the first time ever in the Nation's Capital, the Canada GT Challenge Cup will feature two full days of road racing plus a day of practice racing on the grounds of the Corel Centre. No minor event is this, as plans are for Porsche GT1 and GT2 classes to be present, as well as Sprint (open and closed wheel), Formula Ford and Formula Vee classes will be racing. Plans are also being made with VARAC, the vintage racing association of Canada, to bring vintage racers (possibly even TR) to the show.

Ogden is also offering an exclusive pass price to members of local motor sport clubs like ours, their families and friends. All purchasers of 4 or more tickets, purchased before January 15, 1999, will be put into a draw for a 12-person suite at the Corel Centre for an Ottawa Senators hockey game next season. The number of suites will be 1 for every 50 purchasers of 4 or more tickets (50 to 1 odds is pretty good – but please don't pay with a bounced cheque! ☺).

The ticket price is \$45, and is a general admission ticket, including all taxes and parking. You will be required to provide our own chairs. Ogden needs to know what sort of attendance they can expect for this to go ahead. If you want to see racing in Ottawa, buy your tickets early. Ed Kaye or John Day have forms available, or you can contact the Corel Centre via fax at 599-0101. E-mail inquiries can be made to Dave Dakers at ddakers@corelcentre.com. If the event does not get sufficient interest, don't worry – Ogden will refund the full purchase price of

the tickets. Try if you can to make this happen – there'll be some exciting racing to be seen, and there's no multi-hour drive to Mosport or Tremblant to see it!



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person first. About time our cars were recognized for being the good alternatives to higher-end cars such as Healey, etc.

Classified:

- 1975 TR6. 76k miles. Off road since 1989 with electrical problem. Includes factory hard top, shop manuals and custom dustcover. Partially disassembled last year. Requires some body work. Asking \$1,800. Call John Nash @ 820-9409.

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Oil Drips – the OVTC Gossip Column:

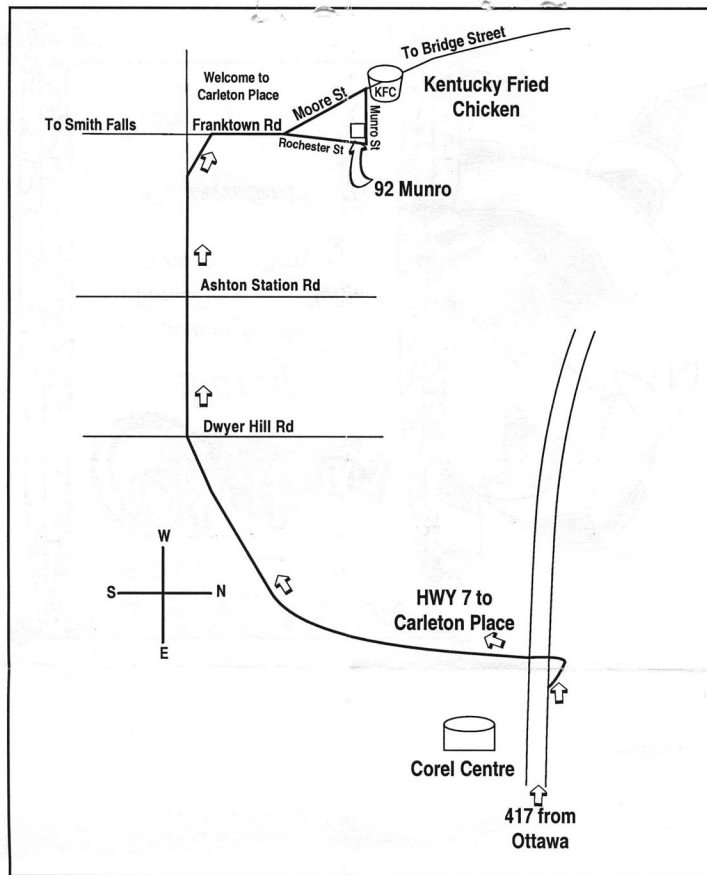
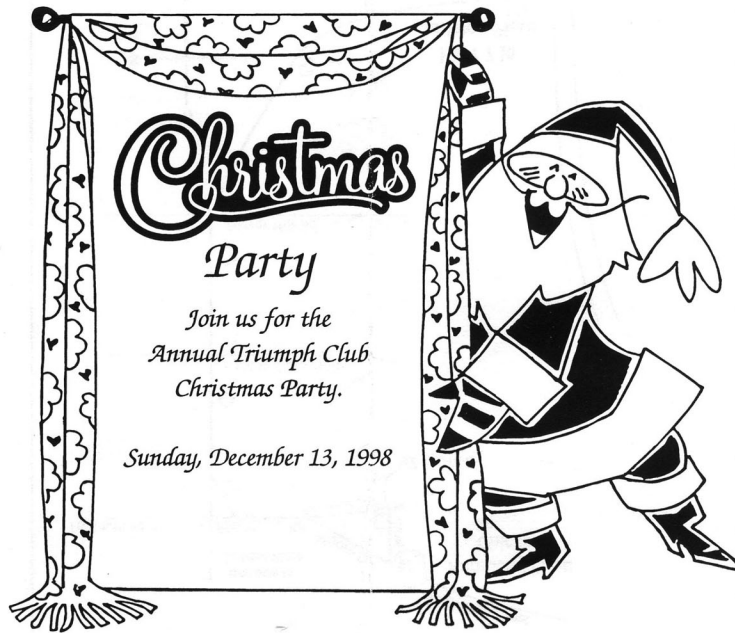
- Another member has become a multi-TR owner. Andrew Miller has recently bought a TR6 which was at Miniman for a new paint job. This car has overdrive, Stebro exhaust, and has been converted to dual SU carbs. Can't wait for summer now, eh, Andrew?
- John Day has his TR6 transmission back together in the car (finally), and has so far experienced no problems with the Sachs (Volvo) clutch used. The next issue will have more about this clutch alternative, from other club's articles & Internet news.
- TR6 prices seem to be looking up. John Day had received a membership inquiry from a gent in Kemptville who was seriously ready to pay \$14k for a TR6, only to have it sold to another (unknown)

Next Month:

- January meeting – details TBA!
- TR6 Clutch experiments.
- More 'Oil Drips'.

Finally – Last one out is a ...

... Lucky TR owner. Those members who have stored their cars already must be hating this sort of weather. A little cold doesn't hurt a TR, and as long as the roads are salt-free, why not? We'd like to know of who had their car out latest in 1998. Note – you should have another member as a witness, so visit your nearest OVTC member today!



Date: Sunday, December 13, 1998.

Time: 2:00 p.m. to whenever.

Place: Carol and Steve Bourne, 92 Munro St.,

Carleton Place (see map above)

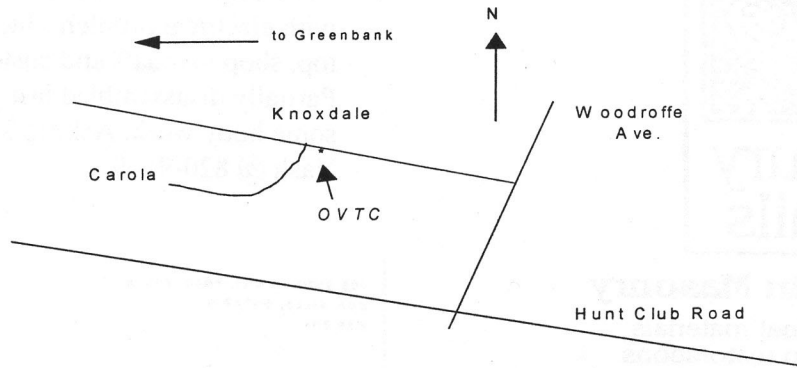
As usual, we will have our customary gift exchange. Please bring a wrapped gift (\$10.00 to \$15.00).

There will be Chile and beverages supplied but feel free to bring your favorite munchies to share.

R.S.V.P. 253-0739

The Ottawa Valley Triumph Club is comprised of approximately 65 members. The Club meets on the fourth Monday of each month at the Manordale Community Centre, Knoxdale and Carola (see map). 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:

Vivien Kaye President / Treasurer 692-1880	Bob Thomas Vice-President 267-4561	David Huddleson Membership 822-1315	Gord Robertson Regalia 226-5033	John Day 723-9876 Editors Andrew Miller 591-3409	Steve Bourne 253-0739 Events Jeff Paterson 839-2891
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Internet E-mail: day.john@fin.gc.ca

Membership is open to all individuals and companies interested in Triumph sports cars. Membership is \$30.00 per year (June/June) per household and \$60 per year, corporate. **Please send membership application to:** OVTC c/o 5053 Limebank Road, Gloucester, Ontario K1X 1E8

The OVTC is a member of the British Car Council and is affiliated with the TR Register (UK)



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