

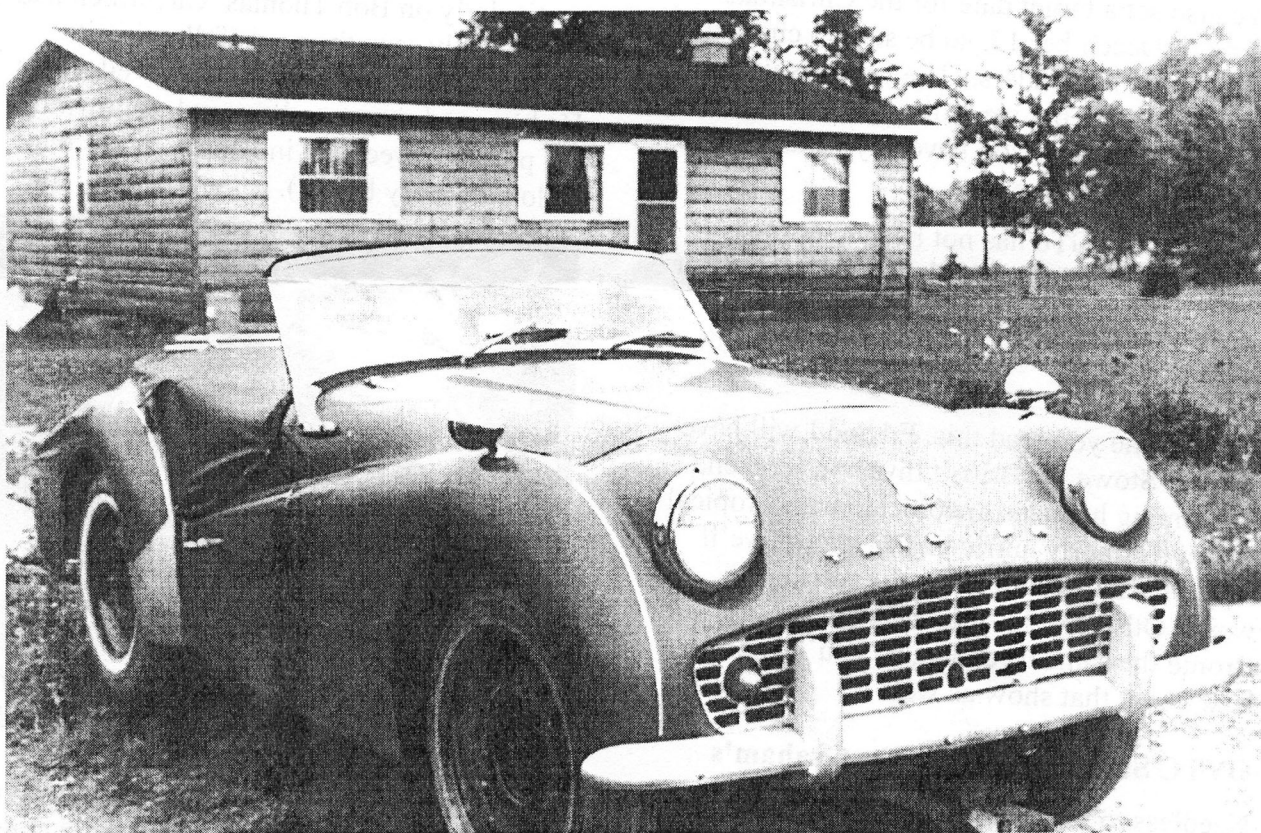


VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

September, 1999

Mike Graham's Time Capsule!



- **OVTC EXEC nominations this month.**
- **Reports on Kingston Brit Car Day, TRF Picnic.**
- **Plus much more!!**

Cover: Here's Mike Graham's old TR3A, circa 197x, in front of his house. The house has changed quite a bit, and the 3A has been replaced by a TR6. How times change!

NOTICE! OVTC Election nominations for next Executive at the Sept meeting. Be sure to attend if you can. See you there!!

Message from the President:

The executive committee met this month to discuss the upcoming election in October. We are hoping to get more club members involved in the direction of the club. If you are interested in getting involved, please, let us know.

We also set a target date for the Christmas party of December 12, so be sure to circle the date on your calendars. The venue is yet to be determined, but we will work that out in the near future. If you have any ideas, we are open to suggestions.

I confess my GT6 has not been out much lately – I thought that with the cooler weather I would be able to drive it more. However, we've had so much rain lately, it just hasn't happened.

By the time you read this, Ed and I will have been to Stowe for British Invasion weekend. The timing happens to coincide with Tropical Storm (formerly hurricane) Floyd, so we'll report back to you on how the weekend went! Other OVTC members are off to Bronte the same weekend, so you'll soon hear about that show as well.

OVTC Summer Party at the Graham's

Needless to say, but 'a good time was had by all' who attended the second BBQ of the season, this time on August 29 at the home of Mike & Marjorie Graham along the Rideau River near Kemptville. The weather tried to decide all day long whether to be warm & sunny or cold & cloudy, so we had a bit of each, but no rain. With over 30 attendees and roughly 15 or more cars, a good showing was

there for the neighbours on the Graham's side lawn. We also had a good cross-section of Triumph models on hand as well.



The usual sort of tire-kicking went on, particularly on Bob Thomas' car, which had just recently seen the roads following its engine rebuild. Bob reports all is well so far. He has good reason to be proud, following the previous weekend in Kingston (see the following story below).



Mike played chef and cooked up a bunch of burgers and sausages, helped along by salads & pop. Mike had also invited a couple who live nearby, and who he had observed own a TR6. While they didn't stay for supper, they had a nice first exposure to the club, and perhaps we'll see them again as members.

Thanks to Mike & Marjorie for hosting the BBQ. Hopefully we can do the same again next year. Cheers, folks!

Monte Carleton Rally & British Car Day:

Last August 22 was the double-header of the Ottawa MG Club's Monte Carleton Rally and the British Car Day hosted by the Boot'n'Bonnet Club in Kingston. What better way to enjoy the latter than to participate in the former. A total of 2 Triumphs participated – the Day's TR6 and the TR3A of John Neal. Despite an overwhelming number of MGs (it IS their event, I suppose), we still managed to find our way, despite a couple of bad typos in the instructions, and the (apparently correct) stretch of gravel road on the official route! "Foul!", I say! Alas, the TRs were not victorious (we missed several clues on the written portion of the drive), but we had fun and covered some different roads to Kingston.

Those lucky devils in Kingston made up for last year's rain with an utterly perfect summer day for this year, and were rewarded by attendance from all 4 points of the compass – Toronto to the west; Montreal to the east; Ottawa to the north and a fair number of U.S. cars up from the south. The total number was I believe in excess of 150, and there were cars of all kinds.

As I mentioned, there was good reason for Bob Thomas to be proud of his car as he took 3rd overall for participant's choice! Excellent. Some favourites of mine there were the 1953 Allard J2X, some Jag XK's, and a Cobra as well. B'n'B prez Wes Meyer nearly bought the Allard, that is he nearly bought it a paint job after bouncing a door prize off its hood with an errant throw. Actually the item was small and didn't leave a mark, but everyone stopped breathing simultaneously for a second!

A nice drive home as marked by some isolated showers, particularly near Westport. Rather than pull over to erect the tops as some preceding cars did, we just sped up and

let it blow over, as we could see more blue sky ahead. No problem.

For 2000, more TR's should take part in the Monte, and beat the MG's at their own event (like they try to do at our Dart Tourney). Bravo to the MG Club and the Boot'n'Bonnets for their excellent events!

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August 23 OVTC Meeting (John Day):

There was nothing on the slate for the meeting, but as it was such a nice night for tire-kicking, that's what we did. New members Larry & Francine Haines were on hand, with their 1976 Spitfire, in a very original russet brown (excellent colour choice). Francine was saying she's amazed at how many people either honk, wave or thumb-up as they drive around (ain't it great, Francine?).

Various people described the car meets they'd attended, such as the Kingston show (see above) and the Classic, which John Tierney described last month. John has provided a detailed account of his & Dave Huddleson's visit to TRF, which I will split up and provide in parts. Rob Christopher has been having trouble with his carbs, and we had to restrain Juliano before he nearly had them disassembled right there on the spot. Easy, big fella!

What announcements there were consisted of what you read here: the upcoming Exec nominations and elections in the coming months, plus who was going to what remaining shows. Strangely, after a quiet August, September picks up the pace a bit

with several shows in the not-quite-immediate vicinity of Ottawa. More on the Stowe, Bronte and other shows in the next issue of *Overdrive*.

OVTC Exec Elections for 1999-2000:

Fall is the time of year to not only think back on the season we've had, but to look ahead to the next. This involves the election of a new Executive for 1999-2000. If you are interested in taking on the challenges and rewards of any of these positions, come on out to the September meeting when nominations will be made. The October meeting will see the voting and election of the new Exec for this year.

This is also a forum for you to express your ideas, opinions and concerns regarding the club, to get the Exec on the proper path for the next year. As Vivien mentioned, the current group would like to make the change to more of a Committee approach, so that collaboration is the name of the game. Spokespersons could rotate within committees, but the key is to combine efforts and ease the burden on single members. Come out if you can to the September meeting – we'd like to hear your views on this. If you think you'd like to mould the future of the club, or strengthen what you see to be a weakness, you are more than qualified to be part of the Exec.

TRF Summer Party '99 (Part 1 – to TRF) – J. Tierney:

The 1999 Roadster Factory Summer Party, August 7-9, Armaugh PA. Last year we planned well in advance to attend the party. This year I had a project scheduled at The University of Saskatchewan in Saskatoon for the majority of the summer, so no plans were made. Well as a lot of University Projects go, delays, delays. So I ended up free! On the Monday before the party, David Huddleson called to see if I was going, so without a lot of pressure I said yes. As you know the

TR8's transmission is not what it used to be, so I proceeded with caution.

On Thursday afternoon we (Nick, my nine year old son, and I) met David on the 416 at about 1:00 PM. A bit of an overcast day, but not too threatening. It was nice to have a break from the burning heat we had over the few previous weeks. As we proceeded south on the 416, the overcast sky turned dark and stormy. We made it as far as Prescott and had to stop to put the top up. It was a good thing, because not too far down the 401 we were into an absolute downpour. Not too far down the road, it was clearing up. That pretty well set the pace for the day, top up, top down, top up, top down. I lost count!

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Ned Loughrey

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Down I-81, picked up some cheap gas in Watertown, NY. Travelling with David in his 1979 TR8 Coupe (with A/C) it was interesting to gas up at the same time. David's car is equipped with the original Zenith carbs, a new Rover F.I. 3.9 litre camshaft, and free flow (read loud) exhaust, as well as a higher than stock 3.55:1 gear ratio. Compared to my 1980 TR8 Roadster equipped with a Holley four barrel, an after market high performance camshaft, headers, free flow (not quite as loud) exhaust, and stock 3.08:1 gear ratio. The only other difference is I have an electronic ignition upgrade by Accell. This combination should give an interesting comparison as to how different modifications affect fuel economy. Our experiment showed I got slightly better mileage than David, travelling at the same speeds, changing leads from time to time on

the interstates averaging 115 km/h.

While at the party, my fancy-dancey ignition failed, so I reverted back to stock. We did the same mileage comparison on the way back, and David showed better economy than I. We speculated at the time that it might have been the ignition module that made the difference, improved economy is one of the claims of the manufacturer, who knows?



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I personally like travelling the interstate highways as long as there is not too much truck traffic and very much enjoyed our Thursday trip. We ended up in a little town in eastern Pennsylvania called Tenny Town, and stayed at the Tenny Town Motel. Built somewhere in the late thirties or early forties we guessed, it was less than a five star resort, but then again it was only \$45.00 for the night. Entertainment was provided free of charge by the local Rednecks. An impromptu burn out contest at the local bowling alley located just behind the Motel. The tire smoke wafted over the roof of the building to add to the unique ambiance.

Friday morning we were up bright and early (well sort of) and on the road by about eight. It was a nice sunny day and not too hot. Perfect for driving with the top down. We

were about three hours from the Factory on a combination of two and four lane highways.

We went straight to the Roadster Factory, checked in and set up camp. For \$89.00 US at the Roadster Factory you get access to all the events that you would like to attend including TSD Rallies, Drag Racing, Autocross, a Funkhana, and the Concours etc. Oh yes, you also get to spend more money on parts (if you have any left). There are also vendors of regalia, used parts and all kinds of stuff on the grounds, as well as a canteen for snacks.

The Drag Races were very entertaining, (no, not men in women's clothes at a relay race) when we arrived we saw a TVR Tasman with substantial damage that was loaded on a trailer. Apparently, the TVR a highly modified version that runs the ¼ mile in the low 13 second range, (that's comparable to the 345 bhp Corvette!) was racing Woody Cooper, (TR8 Guru) and when he grabbed second gear something broke, the car went into a spin, crossed the track behind Woody, and backed into the wall on the opposite side. Woody told me that he saw the TVR cross behind him in his mirror, he lifted off the throttle for a split second, and thought he's behind me, and got back on it and ran 13.3 seconds at 110 mph, that's fast! We talked to the owner of the TVR and he was all right, if a little shaken and not too upset about the car. There were a bunch of very fast cars running this event seems to bring out the crazies.

We saw an Austin Healey 3000 with a big American V8 with a blower. The license plate read "FRKNSTN" it truly was a monster. There was an MGB V8 all tricked out with a 5 liter Rover. Of course Woody with his TR8 5 liter (E. T. 12.98 seconds @ 108 mph), and Tim Lancocha in his TR8 with modifications including a Dodge rear end with 3.90:1 gears and posi-traction, and a Borg-Warner T-56 six speed transmission (E. T. 12.89 seconds @ 110 mph). I saw Tim's

last run and it was amazing. He pulled up to the start, set the line lock, heated the slicks (yes real slicks) staged, put his foot to the floor, the rev limiter held the engine at 5500 rpm, and when the light went green he side stepped the clutch! I swear the front wheels almost lifted off the ground! It is some fast car.

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We stayed and watched the races but I didn't run. David did though. Nick and I watched from the grandstands as David launched off the line very nicely and had a good lead, really a good run. Then about half-track he shut down, uh-oh...we headed back to the other side of the track, wondering what went wrong. No smoke, no puddle of oil, just a broken throttle cable. Thank goodness! One of the TR8 guys from Boston just happened to have a spare. We fixed it up but David didn't get to run again, it was too late in the day.

Friday night at the campsite there is a Party with a live band, and at ten o'clock they have fireworks. We sat and talked, had a few drinks, and enjoyed the evening. The really nice thing about the Roadster Factory is being able to see all the friends we made last year.

Dennis Barrett from Rochester NY, whom we met last year through Bill Sweeting of the TR8 Car Club of America, was there with his TR8. Dennis is a self-confessed car nut. He has the TR8, a 1974 TR6, a 1973 Spitfire, an Austin Healey 3000, and just acquired a Jaguar XJS. Dennis' only problem is he

refers to himself as "mechanically challenged". Dennis was nice enough to put us up at his house in Rochester on the way back.

Next month - Saturday and the return home.

TR6 backup hood release (by A. Miller):

I was driving home a couple weeks back. I had blown a fuse and with infinite Lucas Wisdom the Overdrive, wipers, stereo, interior lights, gauges are all the same fuse. Couldn't get the hood open to replace the fuse and I was in a rush to get home for the kids' soccer game I coach when...

- 5:30pm Queensway west at Moodie Drive - car dies - out of gas, pull over onto left shoulder;
- 5:35 phone home arrange for wife to take kids to soccer, convince another dad to coach and drop by with gas;
- 5:40 nice chrome bumper MGB stops and offers help;
- 5:45 fellow member of OVTC drops by in an SUV, sorry, didn't get his name, but he was friendly - does that narrow it down ? :-)
- 6:00 mechanic friend non-LBC drives by, offers help;
- 6:15-6:45 various people offer cell phone assistance or ride to next ramp;
- 6:30 wife shows up with #2 son, wasn't sure what kind of gas to buy, heads off to buy gas;
- 7:00 wife reappears with 3.5 litres of gas, car won't start, maybe flooded - ask wife to go pick up #1 son from soccer;
- 7:15 CAA trolls by, suggests that I wait 10 min for a flatbed, he also suggest I prime the carbs;
- 7:16 discover that new hood release cable functions like the old one - hood still stuck;

- 7:44 brother in law arrives, offers to help;
- 7:45 flatbed arrives Tow truck driver (Mike Simons) mum used to drive a Sunbeam Tiger, he used to have a mini, knows Rob, Eric, Randy and Andrew at Minman very well;
- 8:00 home, in driveway, CAA membership expired (aargh ! - dispatcher renews over the phone - phew!);
- 8:05 CAA refuses to authorize the flatbed, towtruck driver points out (ok BS's) that the 75 TR6 with factory spoiler and twin-Stebros doesn't have front tow hook access points and can't be hoist towed and must be flatbed towed - he wouldn't want to be responsible for any damage the hook might cause (wink, wink);
- 8:06 Mike offers to wait, if the car won't start he'll tow it to Miniman and drop me off on the way back;
- 8:15 buy more gas, put gas in tank, starts on second crank-over;
- 8:20 neighbour drops by - "oh so it was you that I drove by", mutter something under my breath and mentally note not to snowblow his driveway this winter.

Final Score:

- faith in MGB guy, OVTC friends, various cell-carrying folks - very high
- learned that I don't like being trapped on the Q-way for three hours
- learned that I should have installed the \$8 emergency hood release cable that Moss sells
- remind me to show you the spare gas can in the trunk next time
- playing solitaire for three hours while waiting is so boring
- created one huge traffic jam - some

rubber-neckers are soooooo dumb

Q: Are you causing this big traffic jam ?

A: No, it's rubber-neckers like you slowing down to gawk!

(A wiser) Andrew Miller

Change in meeting night for OVTC?

It has been raised in the past that some members have a difficulty with the Monday meeting night. Would there be any major difficulties if it were moved to a Tuesday or Thursday night, by chance? Let us know if there are - we will treat no reply as no problem. This can also be discussed at the September meeting, so think it over and let's hear from people.

Oil Drips - the OVTC Gossip Column:

- Huddleson TR activity has picked up, as Dave's helping his dad put the engine back in the Vitesse. Dave is also going to be attempting to restore an old Land Rover.
- Brad Pilla has bought John Nash's TR6, and will begin its restoration soon. After finishing up with Bob Thomas' car, Brad knows what mistakes not to make ☺). Just kidding, Bob!
- John Day has been tearing down his parts car; now the engine & transmission are sitting on the workbench. Next comes the body & chassis.
- John has also been getting the overdrive working on his TR3A. With a bit of rewiring, plus some assistance from Brian 'the Doctor' Mills, the solenoid is now working properly and 3 more speeds have been added! Yahoo!
- John has also making trade for hardtop hardware for the TR3A. A guy in Connecticut was giving away the remnants of a parts car, which had the hardware but no hardtop. John quickly

answered back, and a trade was made – the hardware for some OVTC regalia! Can't go wrong there.

- Brian Mills has his Millenium Project – by buying Clive Law's TR4A, which is largely done. Brian had a group of members give him a hand at making room in the garage for just one more TR. Brian's son Derek is helping in that respect by taking a TR6 away as a possible vintage racer project of his own! There is a possible tech night program at the Doctor's as the race to reassemble this car for next season begins– more details available next month.

Classified:

- 1959 TR3A. Due to a busy life style, this car just sits and sits instead of being driven and driven - this is the reason for its sale. The car is in excellent condition and drives beautifully. Price : \$8,750.00 Firm - Firm. Along with the purchase comes a full array of desirable TR3A spare parts. Call: 741-7943 (voice mail) or e-mail owner at: disipio_john@wsib.on.ca.
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- 1979 TR7convertible. Red, 5 speed, good running condition. New top. No rust. \$4,900 or best offer. Bob Phung 851-6139
- 1960 TR3A. Same owner since 1971. Overdrive, wires, TR4 engine, good overall condition. Fibreglass skins. Asking \$6,500. Call Peter Wright at: 290-2816 (days), or 836-4463 (evgs).

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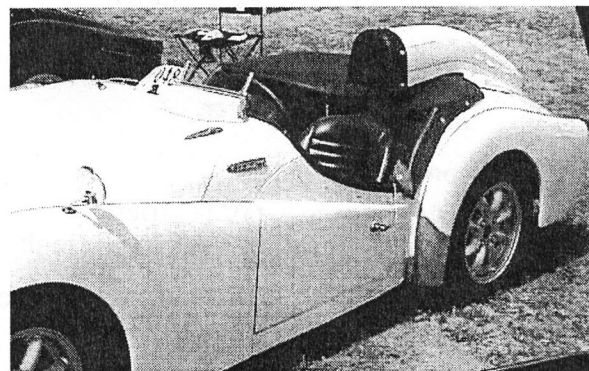
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Next Month:

- OVTC Elections – make your vote count!
- Events – TRF part 2; Stowe, Bronte shows!
- More 'Oil Drips'.

More pics!



A TR3A impersonating a D-type! From the 1999 VTR in Portland, Maine