



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

December 2002

Merry Christmas



Letter from the editor

Happy holidays from our house to yours. Wishing you peace on earth, health, happiness, and a wonderful, successful new year. By now, the Triumphs are surely put to sleep in some cozy corner of your garage and maybe you're spending your long winter evenings making plans for the new driving season. I've been inspired by all the talk about driving rallies during the last OVTC meeting. Please read up on this subject in the following article "Let's rally".

Yesterday afternoon, the club's Christmas party took place at the community centre on Knoxdale Ave., in Ottawa. It was with their surprise, a bag of goodies, handed out by our very own Santa, Andre. Our president had taken it upon himself, not only to bake ginger bread cookies, but also a ginger bread house for the young members of our little group. We exchanged small gifts. Our friends John Day and Mike Graham, organizing the bottle of wine, who've always put a lot of work and effort into club's activities, were presented a token of thanks, a bottle of wine. We were happy to see Mike Graham safely home from Africa, and Asia just in time for the Christmas party. I hope to see you all at the next meeting in January. For party pictures check our web site at: <http://www.ovtc.net>.



Letters to the editor

Hey, Liv,
I can't open a bag of chips....but I did open the article you wrote reg. the Watkins Glen race and was pleased to read the account, rendered so well. Thanks for my fifteen minutes. That relaxed guy, that smiles a lot, might appear to be settled, but the smile is a hint of hysteria. The quote from Mark pretty well sums up why we keep racing each year. Not to win a race, but to enjoy a challenge within and interact with real people. On the other hand, we get to play with some neat toys.

Donn Sopp, Mk3 Spit fire racer # 18 "Froggie", Cortland NY

Hi Liv,

Update on the purchase of the Mini Pic-up. The truck is now at the Shipper's.....The Seller delivered it on Saturday and it is probably due for loading around Wednesday. I should get it at Xmas or shortly after.
Cheryl Patterson, Ottawa.

Owner's profile

Tim and Sue Dyer Our Triumph history

“One day, I’m going to own one of those”. These were the words I often heard from my Dad in the mid-60, when we’d see a Triumph 2000 sedan on the road. The words were usually said from within our Morris Minor as we negotiated roads around the UK.

In September 1967, my Dad achieved his goal of owning a Triumph 2000, special-ordered, with high-performance engine and suspension modifications. Two years later, the car had covered 82,000 miles and a replacement was needed. The 2000 had been so good that my Dad ordered a Triumph 2.5PI Mk.2 sedan. This was the face lifted, updated model with the fuel-injected TR6 engine. In the meantime, my mother had graduated from her Austin Mini to a 1969 Triumph 1300 sedan. This was a fairly small (but bigger than a Herald) four-door luxury sedan with a 1300cc Spitfire engine and front-wheel drive. Wood and pigskin were everywhere inside.

As a result of my Dad’s health at the time, his business folded and he sold the 2.5PI. The next Triumph purchase was in 1973, when he bought a 1970 Triumph Vitesse 2 Litre Mark 2. This was known in North America as the Sports Six, but was long since discontinued by the time our model was introduced. The car was basically a Herald sedan with a high-engine, overdrive, and the Rotoflex rear well, including a long-distance vacation to there was an itching inside my Dad for and accordingly, he bought a 1960 TR3A vehicle. This made us a three-Triumph Mother still had the 1300 sedan.

Late in 1975, my Dad accepted a job in the moved from the UK to northeast established, we flew to Chicago and Triumph Stag. It was a lovely car, but it well-known overheating problems. After two years, it was traded for a 2-year-old Jaguar XJ6. We proceeded Triumphless for another two years, when it was all too much for me, and I bought an early drum-braked TR3 for restoration. Being a poor university student at that time, I didn’t have the time or money to carry out the restoration, so it went nowhere and eventually got sold.

By the time University graduation came along, my parents had moved to North Carolina. Once graduated, moving to Raleigh, NC seemed the right thing to do economically. Besides, I could buy a Triumph and drive it all year round! Once established in NC, I bought a 1964 Triumph Spitfire Mk1. In the meantime, my Dad was renewing his search for another Stag, and we eventually found a beautiful one in South Carolina. Back to a two-Triumph family again! What a relief!

The Spitfire and rallying in and Formula Within the local with an interest marriage admirably until Actually, Sue



compression GT6 end. It served us Spain. I could tell another Triumph as an additional family, as my

U.S., so we duly Wisconsin. Once bought a used suffered from the

received some performance modifications, and I went racing it. On the track, the car got fitted with widened steel wheels Ford slicks. What grip! Can I drive it like this on the road? racing and rallying club, I met a very attractive girl called Sue, in cars. Heaven! This led to a wedding and the inevitable post-Triumph indoctrination. Sue piloted the Spitfire on the track she was beating my times and, well, we just had to quit then! was offered a job transfer to the UK right after our wedding in

1986, so we said goodbye North Carolina and I went through my second trans-Atlantic move.

The first thing we had to do once we'd arrived in the UK, of course, was to buy two Triumphs. Maybe three if we could. We settled for a 1965 Triumph 2000 sedan in mint condition and a Triumph Stag. Our mandatory third car was a Mini Cooper S, under restoration. Then, a great deal on a 1952 Standard Vanguard came along (essentially a big TR2 sedan), so Sue bought it for me for Christmas. In the meantime, my Dad was still driving his Stag in North Carolina.

When a baby came along in 1988, we decided we could use a station wagon. But, which car to sell? Without a doubt the most practical solution prevailed, so we sold the 2000 sedan and kept the Stag (well, it was Sue's and she loved it.....). It was the most practical solution because, with the soft-top up, a lever could be pulled to release the back of the soft top. Then, the rear of the soft top was pulled up and forwards. This gave immediate access to the back seat from outside, baby and baby seat could be dropped in easily, followed by some simple seatbelt buckling. Obviously, we were compelled to drive the Stag with the soft-top down almost always, because that facilitated baby installation and extraction. Anyway, the 2000 sedan was replaced with a Triumph 2000 Mark 2 station wagon. This gave us many happy years of motoring. That GT6 engine just purred and it was unbelievably reliable. Eventually, with fuel prices getting exorbitant in the UK and our commute to work getting longer, there could be no place in our fleet for a V8, so we had to sell the Stag and replace it with a 2-cylinder Citroen 2CV. This has to be the funniest car on the planet and I didn't feel too depressed because, after all, we still owned two Triumphs (the 2000 Station Wagon and the Standard Vanguard).

One day, our happy lives were intruded-upon by Sue being laid off. My job wasn't going so well either, and perhaps, it was time for a change.....The possibility for a move to Canada came up and, once we'd done the research, we decided Canada would be the place for us. Sue accepted a job in Kanata and then, on TV, we saw hydro towers falling as a result of an ice storm. I seem to remember saying something like "We're moving THERE? Couldn't you have taken that job in Texas????"

Once established in Canada, we just couldn't afford another trip into Triumphdom right away. A bargain came along on a '73 MGB, which we drove for 3 years, but it just wasn't the same. Eventually, I told Sue that I was tired of not having a Triumph. The original plan, ever since my Dad sold the TR3A in '75 for the move to the US, was to own a TR2 or TR3 for life. I had established that model as my favourite Triumph. So, as we couldn't afford a nice, running car, I had to settle for a restoration project. Having towed it home, we removed the engine and transmission. Then, for a year, we did no more work at all because our business consumed all of our time. This became really frustrating.

Inevitably, I just had to ask permission to buy a nice, running TR2 or TR3 and this was met with immediate agreement (what a hero). Sue knew With credit to John and Lori Day, I in my life that was still missing



Since taking over the responsibility covered 2,500 beautiful miles being cold, hot, wind-pounded, terrified, content, wet, dry, and decision. Having counted all the I make it 13. If I ever sold this car, I'd be terrified that I'd never own another one. Given our Triumph history, I couldn't live with that.

it was all I wanted to make me happy. can say that I have achieved the one goal until a few short months ago.

of this vehicle's preservation, we've (assuming the odometer is accurate!) of worried, comfortable, uncomfortable, absolutely certain we made the right Triumphs owned by my Dad, Sue and I,

Tim Dyer

Let's Rally

The November meeting proved to be an interesting one. The topic of: "What is car rallying?" was addressed by two speakers, **Graig Hamm of Motorsport of Ottawa** (www.mco.org/rally), and our very own member of the OVTTC, Kit Heathcote, who has participated in many interesting rallies in Europe during the early years of the development of Triumphs.

The evening began with Graig Hamm's introduction to rallies in general. The MCO, at this time, is a very active club of 268 members. The club is affiliated with the Canadian Association of Rally sport (www.carsrally.ca), and many other regional and national rally clubs.

Rallying is

- An adventure motor sport!
- A team motor sport-driver & navigator
- A tests of driving precision and the will to finish
- Run on any hour on the clock, any season, loose surface and tarmac
- A competition for modern and/or classic cars
- Varying levels of competition ranging from Club level to Regional, to National, to Continental, to World championship

Navigational/TSD

- Real cars, real road –legal speeds
- Stay on road, stay on course, stay on time
- Open public roads
- Legal speeds, regular licensing
- Unmodified cars
- Low cost, normal risk
- Stay on time all the time – several variations and styles
- Route instructions vary widely, simple to perplexing
- Classes based on experience, or navigational equipment
- Good driving skills are required
- Navigational is a good and popular entry to higher levels
- Many have so much fun doing TSD, they do not aspire to the higher speeds and costs of performance rallying
- Never on TV!

Performance

- Real cars, real roads, real fast
- Closed roads (permits/permissions)
- High speed racing, special competitor licensing
- Route instructions are simple, many styles (blind stage notes, or pace notes)
- Slightly to highly prepared cars
- Potentially high cost, higher risk
- Classes base4d on car specification
- Very good to excellent driving skills are required
- Often on TV!

Rally Cross/Rally Sprint

Performance with much less risk / equipment / cost
Classes based on car specification
Very good driving skills are required
Great entry to performance rallying

All types of rallying are closely related:

Rally etiquette rules & procedures are on a common thread
Consistency and discipline win out
Often a family sport
Many avid TSDers marshal at performance events
Many performance rallyists help out with TSD events

There are many rally events planned in Ontario for the 2003 season.

For more information log on to: www.rallysport.on.ca

Graig explained that auto cross is the biggest event affordable to people. It has classes for any vehicle where participants will compete against the same car in their class. Classic vintage is very much alive and gaining popularity. There are many historic, classic rally events taking place, including the famous London to Peking race, the New Zealand race, and the Tasmania events, that covers the entire island and runs for the duration of a week, with 200 entries to account for, just to mention a few.

Performance rallying consists of racing real cars on real roads, real any car from production to modification. The roads are closed for race at high speed; a special race license is needed. For the 2003 full racing physical (medical) is required. Classes are based on the performance sport where very good driving skills are expected. cage is required for performance rally racing.



fast. One can race this event. One will rallying season a cars. This is a However, no roll

After this introduction to rallying, Graig sparked the attention of his audience by informing us that the MOC is planning a charity rally in the area west of Ottawa in late summer of 2003. Graig invited all British Car Clubs to participate in this event. The route will be of approximately 200 km length, starting and finishing in Perth, Ontario. It will be mostly on tarmac. Emphasize of this event will be: Competition, but not high pressure, let's enjoy driving our vehicles in this rally. A stop over in the village of Westport is being considered, maybe in coordination with a car show or an exhibition.

Having gathered the full attention of the membership, Graig continued his interesting presentation with a report on the "Targa Newfoundland Rally", which took place in September of this year. Details at:

<http://www.targanewfoundland.com/about.htm>

The rally attracted 40 competitors from different countries, and it's the first event of this kind to be held in North America. It covered 2 300 km of paved roads of the eastern and central parts of the island of Newfoundland, specifically on the Avalon, Bonavista, and Burin peninsula. Over the duration of nine days, all kinds of unfavourable conditions were encountered, and several mishaps and accidents occurred on the wet and foggy coastal roads, where the rocks of the island presented obstacles on one side of the road and the cold Atlantic threatened below the cliffs. On of the highlight stages of the rally took place in the city of Gander, where the track had been designed to wind its way through the subdivisions. The noisy and colourful cars and their drivers were welcomed with true Newfie hospitality. Spectators greeted the racers with cheers and enthusiasm. For safety reasons, the city officials had even gone through the trouble of removing the hazardous fire hydrants! Yellow tape blocked the roads, tractor tires were placed strategically in some areas, and marshals were placed on every corner of the track.

Different cars were represented at this rally, to bring together an exclusive field of Sports, Grand Touring, Classic, Historic, and other cars of distinction that represent the evolution of the sports car from 1900 to the present. Among others, there were BMW Z3 coupes, Mustangs, fast backs and coupes, Porsches, Vipers, MG coupes, Citroen Traction Avant, Subaru WRX's, old Corvetts, 1971 Volvo 124, Ford Falcon Rally Car (restored) Volvo P 1800, Austin Healy 100S (worth about \$ 350 000), all aluminium, which crashed at the rally, Austin Mini, 1938 Alpha Romeo (worth \$ 1 000 000.--).

To show us some of the highlights of this event, Graig had brought along a video, which was enjoyed by all of us. Highlights of the event will be aired **on Global TV, Jan. 25th. For 1 hour during prime time** (sorry, no specific time available, check your TV listings).

To bring together the old times of rally racing with the new, John Day introduced our very own **Kit Heathcote**, to the membership. Kit reflected on his rally experience in the 50ties and 60ties. The year 2003 will be the 50ties anniversary of the Triumph TR2. Kit is a legend in Triumph history. He worked in the engineering department of Standard Triumph and, at one time, his job was to forecast the speed of the pre-production TR2 in its different forms, which Kit established at 118 mph. In order to achieve this forecast, all kinds of test driving needed to be done, all kinds of modifications had to be made, to test the car for performance and speed. For instance, the car was tested with its standard roof (hood) up or down, the rear wheel covers (Spats) assembled, the metal tonneau cover in place, and with complete under body sheeting. The tests weren't intended for important competitions, but to draw the public's attention to the fact that the Triumph was an inexpensive car, which one could work on in his own garage on the weekend, or even enjoy driving rallies with. Kit and his team needed to find a stretch of straight road in England, not an easy task in the country side where country roads wind their way through the landscape. However, in Bristol, 30 -40 miles from the town of Coventry, a speed run testing track was established, which drew the attention of the citizens in many different ways when, early in the morning, the TR was driven up and down this stretch of road several times, only to be taken back the 68 miles to the factory, modified, and then returned at another time for a repeat performance.



Kit's co-worker was the well known rally driver Ken Richardson, before he was involved in any competition driving. Ken had just joined the company. Kit pointed out the fact that speed trials were not allowed on any public road in England at any time, and one had to be careful not to be caught by the local police. Still, the team managed to drive six to eight trials during the very early morning hours. At one time, looking over the tests, was the famous George Easton, who was known for holding some land speed records, but not in the unlimited class. After the testing, the TR2 went into full production.

During the early years of Triumphs, rallying was a popular event in Britain and Europe. Kit estimated that every weekend approximately 100- 150 club rallies took place on the island. Kit had the opportunity to drive many rallies during those times. One of his favourite ones was the 1954 Alpine rally he drove with Ken Richardson, where he was part of the TR2 team. Pictures of this rally can be viewed at the OVTC website at:

<http://www.ovtc.net/>, click on galleries. This rally was a seven day event. It took the cars into the French Alps, went on to St. Moritz, and finished in Cortina d' Ampezzo, Italy. The rallies of those days were gruelling events; they were trials of teams and machines that stretched over days and thousands of km, the drivers got very little sleep. In closing, Kit expressed his regret of not having kept more mementos of his work at Triumph. "Nobody thought that fifty years later there would be still such an interest in Triumphs" he commented, smiling at this audience of Triumph owners. Right on, Kit, but we're sure glad we have you in our midst to tell us about the good old times.....Thank you for sharing your memories with us.

*In Memory of
Edward Burman*

*The Ottawa Valley Triumph Club
Would like to express their condolences
To the family of Mr. Ed Burman, who passed away recently
Mr. Burman was a long time Morgan fan and owner.
He also owned a Triumph Dolomite.
Mr. Burman will be sadly missed in the Triumph and Morgan community.*

Upcoming events

January meeting, Jan. 28t, 2003; topic: A presentation on “rear ends” by Brian Mills. To make this perfectly clear, Brian will be speaking on differentials, no wide angel lenses required for this session.....:-)))

Ontario Road Rally Cup Series.....Challenging navigational events for every day cars!
Snowy Safari, January, 25-26, Peterborough Motorsports Club, president@kwrc.on.ca,
www.rallysport.on.ca

Classifieds

Wanted

TR3 front bumper brackets for license plate needed. Also looking for a Clip/bracket to mount a 2- hole badge on a Moss Motors badge bar.

Bill Klausman

Email: billklausman@msn.com

For sale

Airtight wood stove for sale. ULC certified. Perfect for heating a garage, workshop, or recreation room. Asking \$150. Mike Graham, 613-258-2901,
mgraham@achilles.net

TR3A restoration project for sale. Two cars to make one great one and many extra parts. Wire wheels and steel wheels, overdrive. Some of the additional parts include extra radiators, doors, trunk lids, hoods, instruments, generators, and many more. Includes engine stand for removed engine. One excellent chassis, one very good one. Perfect inner fenders, but floors, rocker panels, etc. will need work. Complete the restoration, then make a fortune selling the extra parts. Free delivery to Ottawa area. \$ 3 000.--firm. Call Tim Dyer, at 613 257 4126 or e-mail me at

kingscreektrees@aol.com

1980 Triumph TR8 convertible. 3.5L V8; 5-speed trans. Great condition, inside & out. Year-old paint (Poseidon green) & new interior (tan). 60K miles. No rust, dents or dings. Garage kept. Some engine upgrades, including Malory ignition, Holley carb. 14-inch mag rims & new tires. Car cover. Some spare parts. \$9,600. E-mail at tom.gillespie@ncmail.net or call 336-879-7202 (M-F 7:30 a.m. - 4:30 p.m.)

Please submit your classifieds to the editor. I will be compiling a new listing of want ads in the issues to come.

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The Ottawa Valley Triumph Club is comprised of Approximately 65 members. The club meets at 7.30 pm on the fourth Tuesday of each month at the Manordale Community Centre, which is located at the corner of Knoxdale and Carola Roads in the City of Ottawa. Meetings include technical seminars, video presentations, restoration techniques, and much more. The club also publishes a monthly newsletter, *Overdrive*, which is distributed to members and exchanged with other car clubs.

Membership is open to all individuals and companies interested in Triumph sports cars. Membership is \$30.00 per year (June/June) per household and \$ 60.00 per year, corporate. **Please send membership applications to:** OVTC c/o Vivien Kaye, 1710 River Road, Manotick, Ont, K4M 1B4

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

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