



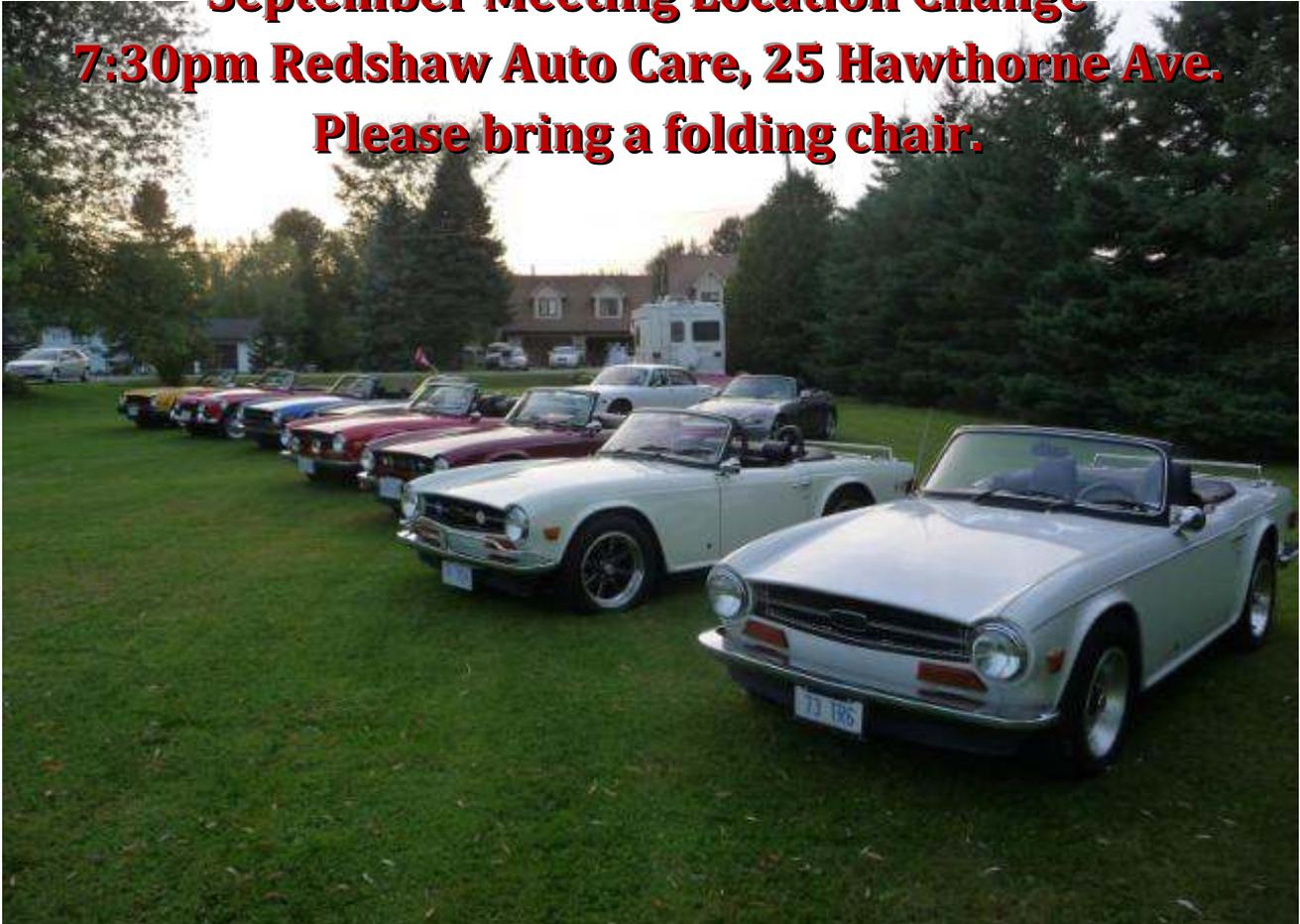
# OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club  
September 2010

## September Meeting Location Change

**7:30pm Redshaw Auto Care, 25 Hawthorne Ave.**

**Please bring a folding chair.**



### IN *OVERDRIVE*...

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## 6-Pack Mini-TRials...

...and other events inside.

### NEXT EVENT

OVTC Meeting – 7:30pm September 28, 2010  
Redshaw Auto Care, 25 Hawthorne Ave.

See page 2 for details...

## PRESIDENT'S MESSAGE

By Don Leblanc

We have a special meeting location for our September meeting. We will NOT be at the Manordale Community Centre in September. The Manordale folks made a mistake and they booked another group to use the building on our night. Therefore, on September 28, we will be meeting at the garage of Redshaw Auto Care (located at 25 Hawthorne Avenue). Please bring your own chair to sit on for this meeting. Prem will talk to us a little about his business and maybe show us whatever cars he has in there for service at that time. He has been a long time supporter of the ABCD. Many of you have probably had your cars in there for some service item already, but this will be a great chance for all of us to ask some questions and get to know him and his business. We will be back at Manordale in October for the OVTC elections night.



Mark your calendars. The OVTC Fall Colours drive is scheduled for Saturday October 2, with the rain date being Sunday October 3. Details of start time and location will be sent by email, or you can contact me for more information. This will be the last scheduled event of the season, so I hope you can attend. It would be great to see some good participation at this one.

We seem to have lost touch with an honoured member of our club, Kit Heathcote. If anyone has had any recent contact with him, could they please let me know so we can reconnect with him? He appears to have moved from his home in Nepean, and we don't know how to locate him.

The British Invasion at the Hazeldean Mall on August 24 went off without a hitch. We have some pictures of it elsewhere in the newsletter. The weather was great that evening and the turnout was very good. I'd be interested in hearing what you thought of this year's format of staying at the show and having the all clubs dinner right there at Don Cherry's vs our usual thing of leaving the show early, going for a short drive and having the all clubs dinner at a pub somewhere else. Please send me an email and let me know what you think. ([president@ovtc.net](mailto:president@ovtc.net))



**Redshaw Auto Care**

I would like to thank the volunteers who helped the Manordale people set up for their corn roast and BBQ on Saturday September 11. Special thanks go to Mike Graham, Dave MacNaughton, Dean Hummell and Sid Woznica who came out and helped. It was very important for us to be there and support them this way in running their event.

Well, it's official. The Toronto Triumph Club will be returning to Ottawa in 2011 for the Canadian Classic on the weekend of July 16-17 (this is the same weekend as the 2011 ABCD). The Classic hasn't been held in Ottawa since 1996. There will be a lot of work needed to put this together, and I would like to see if we can find

*...continued on next page*

## PRESIDENT'S MESSAGE continued...

a couple of people willing to help with the organizing so we can get some early focus on this event. Any volunteers?

October is OVTC elections month. I know I sometimes sound like a broken record about this, but the only way the club can be meaningful is for people to get involved. If you are interested in any kind of position with the executive, this is the time to put your name forward – please! We need people to step forward and become a part of running the club. As usual, we will have pizza and soft drinks on elections night.

Thank you to Tim and Sue Dyer who again hosted the OVTC summer BBQ at their place near Smith's Falls on August 28. The weather was beautiful and turnout very good for this event. Unfortunately, I was unable to make it to this one as we were out of town on our holidays, but there should be some pictures elsewhere in the newsletter.

Sadly the Jaguar club has postponed the Marc Chappell Memorial rally that was scheduled for September 26 until sometime next year. We look forward to participating in this fun event next season.

As I am writing this, Louis Boucher's All Clubs Mont Tremblant Run is happening. It is a beautiful day today, so hopefully things have gone well. Same for Bronte and Stowe, both also happening this weekend. Did anyone make it to Watkins Glen last weekend? Maybe you'd like to tell us about these events at the September club meeting? Maybe a little write-up for the newsletter???

With a little luck, there is still plenty of good weather to be enjoyed – but the chill is in the air so we know our time is limited before the 2010 driving season ends. Looking forward to seeing you at Redshaw's on September 28 for our next club meeting. Happy motoring.

Cheers,  
Don



## Weekend in Kingston, June 2010

By Don LeBlanc

I realize the club's weekend trip to Kingston happened a while ago, so this is old news, but we never did get around to writing anything about it for the newsletter, so I thought I would at least put something together. Better late than never. Personally, I have found these weekend trips to be very interesting and a fun way to both enjoy the car and enjoy the social time with other members of the club, and can't figure out why we haven't had more people signing up to come along. The MG club usually has to turn people away because so many want to participate in their weekend events. The people who went on our trips in 2007, 2009 and this year have had fun. We will certainly keep doing it even with the small groups, but I think it would be really great



*Dinner at Chez Piggy's*

top, and let loose for several seconds with a steady stream inside the car right into Janet's lap. She sat with a towel on her lap the rest of the trip there just in case. We took an interesting route to Kingston, staying off the major roads all the way there. We made excellent time, and arrived around lunchtime and had a picnic on the grounds of Fort Henry. The rain had stopped by that time, and the benches had dried off, making it very pleasant.

For some reason the Kingston area is home to a disproportionate number of penitentiaries. After lunch we therefore went to the Penitentiary Museum, which is located very near the maximum security penitentiary. I had read about this place when looking for unusual



*1000 Islands*

if we had a few more people interested in trying our weekend event next year!

We ended up with only 2 Triumphs and one Honda this year as we set off on the Saturday morning out of Ottawa. Unfortunately, it was raining off and on, so it was top up all the way to Kingston. Thank goodness for Rain-X so the wipers were hardly needed! A Spit is water resistant at best, so there was naturally some water ingress during the trip, but as most of you will agree, that is all part of the experience! It wasn't really a heavy rain that day, so we didn't have any water coming in through the usual spots and we were actually quite dry most of the way there, but at one point some water had obviously pooled somewhere within the canvas



*Dinner Cruise*

things to do this weekend. Formerly the warden's house, it was converted to a museum many years ago. It's fairly small as museums go, and it doesn't take long to go through it, but I would recommend it for anyone visiting the area just to get a very informative glimpse into that frightening environment. Look for the display of the lunch trays the one creative inmate used for an escape attempt.

We were staying at the General Wolfe Hotel on Wolfe Island, so after the museum we took the ferry to the Island and checked in. It is a pleasant enough place, but definitely an older hotel and with none of the amenities of a modern one. It was quaint though, clean, quiet, and I thought staying on the Island was kind of special.



*Entertainer doing Elvis*



*Entertainer doing Willie Nelson*

Our schedule allowed us a bit of time to get cleaned up, rest a little, watch some of the US – England soccer match, and then we were back on the ferry to the mainland to go on our dinner cruise.

The dinner cruise on the Saturday evening was spectacular. The glass enclosed boat kept us nice and warm despite the cool evening, and provided us with great visibility as we wound our way through the 1000 Islands seeing some of the huge homes along the shoreline. The food was pretty decent, and the performer was excellent. Mostly, Janet and I just enjoyed the evening chatting with Dean and Janet, and Sid and Lisa. It was a lot of fun.

On Sunday morning, we grabbed a light breakfast snack from the bakery on the island and then took the ferry back to Kingston. We met a nice couple leaving the island on the same ferry in a Citroen 2CV who were on their way to a car show just west of Kingston. We learned they also have a couple of British cars, an MG and a Lotus, I believe. Back in Kingston, our group went on a self guided walking tour in an older section of the city, learning a bit of history about the buildings we saw and stories about life in Kingston during its glory days. At one point while the ladies went exploring inside a hotel that was being restored / upgraded, the guys started talking to the two people doing some of the restoration work and were shown a old rusted Model-T they had found in the basement of the building. We



*Ferry Ride*

then went for a late brunch at the famous Chez Piggy's restaurant. I remember going to that restaurant when I used to work in Belleville a long time ago, but hadn't been there in years. The food is still great at Chez Piggy's, and the atmosphere is fun. We were seated outside on the patio in the courtyard, which is the place to be when weather permits.



*Rusted Model-T*



*Triumphs on the ferry*

After the brunch, it was time to start making our way back to Ottawa. The weather had turned really nice by that time, so down went the tops and we had a beautiful warm sunny drive all the way home. The route back to Ottawa on Sunday was completely different than the route taken to Kingston on Saturday, and again kept us entirely off any busy roads. I think it was a successful and fun weekend., and Janet and I are already looking forward to 2011. I hope to see you there...

## OVTC Events Calendar - 2010

<b>September</b>	<b>28</b>	<b>Monthly Club meeting – 7:30pm Redshaw Auto Care, 25 Hawthorne Ave.</b>
<b>October</b>	<b>2 (3)</b>	<b>OVTC Fall Colours Run (Don LeBlanc)</b>
	<b>26</b>	<b>Monthly Club meeting – Knoxdale Community Centre –Elections</b>
<b>November</b>	<b>21</b>	British Flea Market, Rockton Fair Grounds, (Hwy 8 between Hamilton and Cambridge)
	<b>23</b>	<b>Monthly Club meeting – Knoxdale Community Centre</b>

### 2011 Events - Mark your calendars now!

<b>July</b>	<b>15-17</b>	<b>Canadian Classic in Ottawa with the Toronto Triumph Club</b>
	<b>16</b>	<b>All British Car Day – Britannia Park</b>

(Dates in brackets are rain dates.)

# Labour Day Weekend Drive

By Don LeBlanc

It was a tough decision to go forward with the drive that Saturday vs delaying it to the following day which was our designated "rain" date. The weather on Saturday morning was actually very nice, although the forecast still called for scattered showers in the afternoon. The weather forecast for Sunday did look like it might be sunnier, but the probability of precipitation forecast for Sunday was identical to Saturday, making it a very difficult choice, so we opted to just go for it on Saturday.

At about 10:30 am, despite a chilly kind of day, and a mildly threatening weather forecast, a small but intrepid group set out from the departure point on March Road and began the drive. Only three cars started the trip, Brian and Pat Mills, Andrew and Gail Burpee, and my Dad and I. It was especially fun for me to be going on this drive, as my parents had been



planning this route, and figured it was the perfect mid-way point. Michel and Lori had missed the start, but met us here for lunch and came on the afternoon portion of the drive. Janet brought my Mom out to join everyone for lunch, and then took her back to our house afterwards, but my Dad chose to continue with me in the Spitfire.

We were on some higher speed country roads after lunch. The afternoon route took us out near Calabogie, criss-crossed back and forth a couple of times and then we doubled all the way back until we were quite near Renfrew, before heading home through Arnprior and Carp and the end of the drive. Somewhere around White Lake, it seemed like the threat of rain was over, and we were able to stop and put the tops down again. They stayed that way for the rest of the drive. Although it had rained sporadically from late morning until

staying with us that week, and I had managed to load my 88 year old father into the car. He's been a car guy all his life, but it had been years since he had ridden in my Spit.

The route we took in the morning had a lot of twisting roads and took us alongside the Ottawa River in places to look at some of the big homes and see how the other half lives. It started to rain just as we were turning onto Carp Road and heading towards our lunch stop. We pulled over to the side of the road, and two of us put our tops up – Brian and Pat decided to tough it out a little longer until we stopped for lunch.

We stopped for a picnic lunch at the Morris Island Conservation Area, which is a beautiful little location for a picnic, very quiet and scenic. I had stumbled upon it when



early afternoon, the rain was more of an inconvenience than anything that really stopped us from enjoying the day.

In total, I guess we covered about 300 km between the morning and afternoon sections. Not a bad day for a drive in the countryside and a picnic. I only wish more people had been able to join us. I know the people who were there enjoyed themselves and my Dad is still talking about how much fun he had sitting there in the open air. He's even managed to find a former TR4 owner living there at the retirement home where they live. Our final organized driving event this season will be the OVTC fall colours drive on October 2 (rain date October 3). Details will be published soon. I hope to see you there!



## **OVTC Fall Colours Drive October 2 (rain date October 3)**

The OVTC Fall Colours Drive is scheduled for Saturday October 2, with the rain date being Sunday October 3. We will depart at 9:30 am from the Sunoco station on March Road in Kanata (Same spot as we started the Labour Day Drive, but this is a different route with very little overlap!) We will stop for lunch at a restaurant so you don't need to pack a picnic lunch, unless you prefer to do so, (but it might be chilly for that). This is likely to be the last scheduled driving event of the season, so I hope you can attend. It would be great to see some participation at this one. I would appreciate an RSVP on this ([president@ovtc.net](mailto:president@ovtc.net)) so I have some idea how many instructions to print.

## 401-Pack Mini-TRials 2010

Back in mid-August, Mike Graham and I (with the help of our route planning consultant Dave MacNaughtan) hosted the 2<sup>nd</sup> annual 401-Pack Mini-TRials. 401-Pack is the Ontario-Quebec chapter of the 6-Pack Club for TR6 and TR250 aficionados and we had both attended the inaugural event last summer in Belleville. The theme of the weekend was to explore some of the UNESCO World Heritage site Rideau Canal.

Things kicked off Friday afternoon when cars started arriving from Toronto and Kingston at our home base in Kemptville. Our first stop was the local Cruise Night hosted by the Hwy 43 Car Club. We parked together and admired both our fellow TR6s and some of the other cars in attendance, which included a Mini and a Moggie amongst the normal Yank Tanks. We then moved on to Mike and Marjorie Graham's for a riverside BBQ (thanks to the OVTC for sponsoring the meal).



Our convoy followed the river back south through Kars and out to the Lock 17 restaurant in Burritt's Rapids for coffee and a tour of the lock station where we watched boats also taking advantage of the beautiful summer day. Our winding route followed quiet back roads through Andrewsville, Merrickville, Jasper and Lombardy before we arrived at our lunch stop at Rideau Ferry. The Shipwreck Restaurant has a beautiful screened patio overlooking the Lower Rideau lake and we enjoyed a very pleasant meal watching the boats cruise by. Our planned route had us driving past Murphy's Point Park and across the Rideau at the picturesque Narrows Lock. Unfortunately the week before our drive, they closed the swing bridge for construction. Luckily we found out about the closure in advance and were able to plan a detour. In order to take advantage of the fun windy driving road down to Murphy's we had to cover a 5km unpaved stretch. All agreed to brave the



The evening was spent chatting with old and new friends while enjoying the Graham's hospitality. Before long, many of us found ourselves in Mike's workshop/garage admiring his TR3 "under restoration". One of the Toronto group is also restoring a TR3 and wagers were placed on which would be seen dripping oil on the road first.

A sunny Saturday morning saw us meeting at the hotel in Kemptville for the start of the day's driving. Our group consisted of 5 TR6's from Toronto, one from Peterborough, one from Kingston, two from the OVTC and our Honda S2000 support vehicle. We also had Stephan Briere along as a co-pilot. Unfortunately Dave MacNaughtan had run in to fuel tank problems with his Spitfire the week before, so he rode as navigator in the lead car. We started with a short run along the river to The Swan where we met up with Pat and Brian in their Tr4A as well as my brother who joined us in his TR6 for the first part of the run.





dam. Completed in 1831, at 60 feet high, the Great Stone Arch Dam was the highest dam in North America at the time. It's a stunning piece of engineering and impressive to this day. Back at the parking lot, we mounted up and headed across to Lyndhurst and enjoyed opening up our engines for a blast along a smooth, clear road to Charleston Lake. After an ice cream stop in Athens, we followed deserted country roads back through North Augusta into Kemptville.

Our evening meal was at O'Heaphy's Pub in Kemptville where we were joined by several wives and other OVTC members. Three executive members of the Toronto Triumph Club were on the trip so it was a great opportunity to build stronger links with the TTC and discuss plans to host the Classic in Ottawa next summer.



dust and off we set. It was a bit of a mistake. The dry weather had created a fine white powder that soon covered every surface on the cars, inside and out. It was with relief that we again reached pavement and turned south to Westport. En route, we passed a red TR6 who must have been very surprised to see a caravan of its stablemates passing in the other direction. We headed for Jones Falls via Newboro, Forfar and Elgin.

If you haven't visited it, Jones Falls is one of the most spectacular lock stations on the Rideau system and underlines the accomplishment of Colonel By and his men in building this engineering marvel almost 200 years ago. We parked and walked past Hotel Kenney (well some stopped at the ice cream stand) and trekked up the flight of 3 lower locks to the turning basin. After a visit to the operating blacksmiths cottage, we continued up past the lockmaster's house (and Chef Tush's hallucinatory chicken wing stand) to the top of the stone



Despite a torrential early morning storm, the rain stopped in time for our departure to Kingston. The roads soon dried and we were able to put the tops down when we rendezvoused with Paul Beard and Paul Williams in Westport. Unfortunately the damp start to the day hurt the attendance, but we enjoyed the Boot'N Bonnet show nonetheless. After lunch the Toronto crew departed and I returned to Ottawa through a storm that tested the integrity of my new top to the limit.

I think everyone enjoyed the weekend and I hope we can get a few more Ottawa cars out to next year's Mini-TRials, wherever they may be. To find out more check the very active forums at [www.6-pack.org](http://www.6-pack.org).



## OVERDRIVE BACK ISSUES

Here are the passwords for back issues of the Overdrive, which can be found on the OVTC website at [www.ovtc.net/overdrive.html](http://www.ovtc.net/overdrive.html)

### 2010

September = Redshaw

Summer = flasher

Spring = atlast

### 2009

Nov/Dec = dinner

Sept/Oct = election

August = hazeldean

July = starter

June = volunteer

May = fling

April = gokart

Winter = 20years

### 2008

Issue 005 = 1971

Issue 004 = spitfire

Issue 003 = lemans

Issue 002 = hot

Issue 001 = back

### 2007

Jan = nosnow

Feb = red

Mar = TR6

Apr = spring

May = Ancaster

June-Aug = summer

Sept = Fly

Oct = Orange

Dec = snow

### 2006

Jan = red

Feb = baby

Mar = smoke

April = triumph

May = James

June = drive

July = Doc

Aug = Steph

Sept = TR2

Oct = goodwood

Nov = cold

Dec = snow

### 2005

Jan = yellow

Feb = redtr3

Mar = stag

April = GT6MK3

May = TR7

June = Spitfires

July = Mosport

Aug = ABCD

Sept = TR4

Oct = rain

Nov = fall

Dec = snow

### 2004

Jan = bonnet

Feb = clutch (not used)

Mar = diff

Apr = kit

May = speed

Jun = RACING

Jul = ignition

Aug = gt6

Sep = octane

Oct = stainless

Nov = cam

Dec = jingle

### 2003

Dec = peanut

# AUTOJUMBLE

## 1977 Spitfire for Sale

I have a 1977 spitfire for sale. Good condition, my wife has even driven it to work this year a few times. Minor to safety (High beam & tail light issue) but I believe price reflects. Open to offers in \$5500 range  
Nelson

[Nelson.Montgomery@cbsa-asfc.gc.ca](mailto:Nelson.Montgomery@cbsa-asfc.gc.ca)  
[1]

## TR3 parts for sale

Brake drums (2) - 10 inch, honed , sandblasted + painted  
Fender beads - rear (1) + front (2)  
NOS headlight trim rings(2) screw type  
Lucas headlights (2)  
Contact Shaun @  
[shennessy@rogers.com](mailto:shennessy@rogers.com) [0]

## WANTED – A LOVING HOME FOR MY BABY

This unique Mark III Midget has an actual racing heritage and has been extensively and professionally rebuilt for the road to enhance both performance and appearance. The car comes complete with numerous spare

*Submit your free ads to the  
Overdrive Editor  
([overdrive@ovtc.net](mailto:overdrive@ovtc.net))  
no later than the 1<sup>st</sup> of every  
month.*

*Ads will run for 3 issues  
before being deleted, unless  
you request an extension.*

parts, special tools and equipment. Full documentation including an extensive list of high-end performance parts will be made available. I am looking for a person with a technical interest who will appreciate and enjoy this exceptional fun vehicle.



This is a great runabout that can be used in autocross events and would make a perfect father son/daughter project. I am prepared to negotiate a very attractive deal with the right buyer. Serious enquiries please contact: Robert Chartrand  
613 725-9229  
[robertchartrand@rogers.com](mailto:robertchartrand@rogers.com) [0]

## 19?? Triumph Heald 4 seat Convertible

This vehicle has been stored to the point where the chassis has rotted to extinction. However some parts may be of use.

Original 1200cc engine  
1500cc Spitfire engine with carbs, manifolds etc.  
2 gear boxes  
2 back axles  
Front suspension, steering box etc  
Various Lucas electrical bits

Brake and clutch master cylinders  
Wiper motor  
NEW white soft top  
New door skins  
New rocker panels  
Various body parts, chrome bits etc

All parts FREE - no guarantees – You remove and collect – remains go to wrecker.

Contact  
Mike Hind  
613-821-3741 Leave message for call back if I'm not home  
2681 Derby St, Metcalfe

# OVTC MEMBERSHIP

## Join the Ottawa Valley Triumph Club

The Ottawa Valley Triumph Club is comprised of approximately 65 members.

The club meets at 7.00 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 Barry Bowden  
 31 Marchvale Dr  
 Kanata, ON K2W 1C1  
 Tel: 613-839-1110  
 E-mail: [membership@ovtc.net](mailto:membership@ovtc.net)

## OVTC EXECUTIVE

### President

Don LeBlanc  
 613-820-8680  
[president@ovtc.net](mailto:president@ovtc.net)

### Vice-President

Vacant  
[vp@ovtc.net](mailto:vp@ovtc.net)

### Treasurer & Membership

Barry Bowden  
 613-839-1110  
[membership@ovtc.net](mailto:membership@ovtc.net)

### Events Coordinator

Vacant  
[events@ovtc.net](mailto:events@ovtc.net)

### Communications & Publicity

Pat Mills  
 613-825-1698  
[communications@ovtc.net](mailto:communications@ovtc.net)

### Regalia

Gord Robertson  
 613-226-5033  
[regalia@ovtc.net](mailto:regalia@ovtc.net)

### Webmaster

André Rousseau  
 613-590-7365  
[webmaster@ovtc.net](mailto:webmaster@ovtc.net)

### Overdrive Editor

Martin Burt  
 613-489-1223  
[overdrive@ovtc.net](mailto:overdrive@ovtc.net)