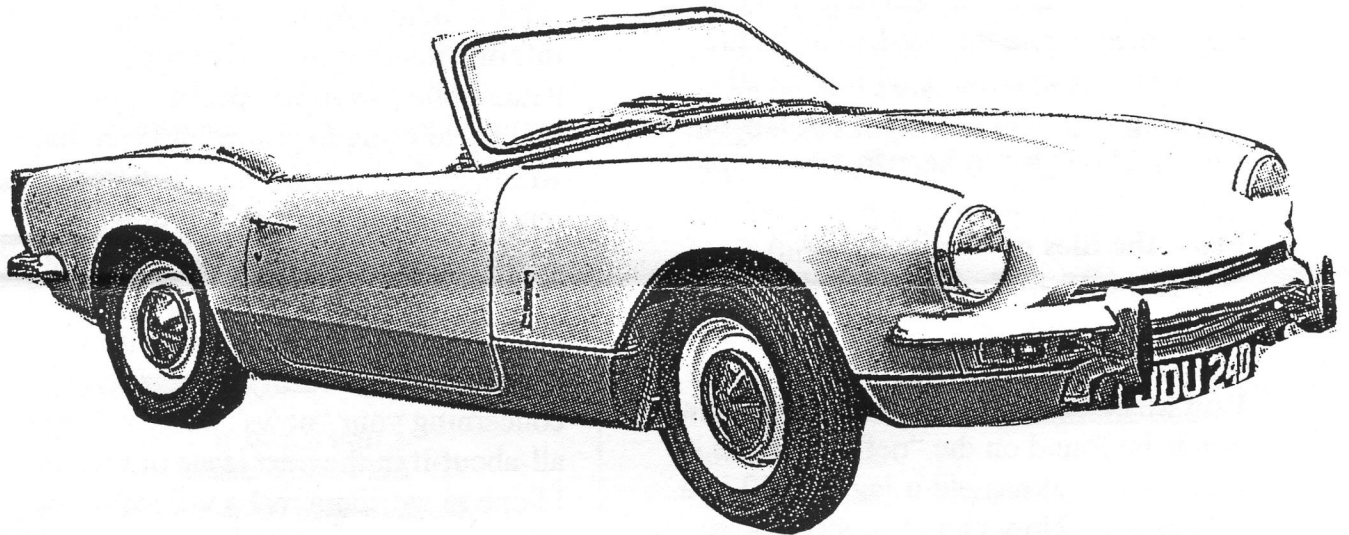




VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

NOVEMBER, 1996



Feature of the Month: SPITFIRE!

In This Issue:

- December Party/Meeting - SEE PAGE 5
- October and November Meetings
- Plus much more!!

A Message from the President , John Tierney

As usual we will not be having a regular monthly meeting in December. To celebrate the Christmas season the club will be having a Christmas party hosted by Paul and Kathy MacDonald on Sunday December 15th starting at 2 o'clock. Please see this issue for further details.

Other events discussed at the Nov. 4 meeting of the executive included the Richmond Car Show, Sunday Fun Runs and a new club event "a Spring Fling" -- a party to celebrate the awakening of the TR's. These events are all in the early planning stages so if anyone has any input we would be glad to hear from you.

From the files of "Believe it or Not"...the 12 Cylinder Triumph Exists (John Tierney)

Paul MacDonald brought me a copy of an article he found on the "net". It seems Mark Grinwall has put a Jaguar V12 in a TR7 coupe. Now I know some people think us TR8 guys are a bit horsepower crazy, but this takes the cake. The V12 has been bored out to 5.7 litres, ported header, six downdraft webers, a Getrag 5-speed delivering 350 bhp. I have a pretty good idea what 235 bhp and even 275 bhp (Woody Cooper's TR8) feels like in a 2500 lb. car. I know the Jaguar V12 in a 3800 lb. XJS (my brother's) feels extremely potent -- this car must be awesome.

In closing, my family and I are heading to Tampa, Florida for a few weeks so I will not be in attendance at the November

meeting, but we hope to see you all at the Christmas party.

EDITORIAL

This is my first editorial, so in view of that I hope to share specific information as to the where, why, and how to fores, instead of my family history and the all important feeding habits of the Elk in Gypsum Bay, Nfld.

In any event, it is important to realize that this is a newsletter and as such, should have some relevant information in it about Triumph automobiles, or to be specific, news! I will try to bring to you what I can, but without your support there will not be too much to tell. If you hear anything of interest concerning car events, give me a shout. My phone number is on the back page, or better still call during the day and leave a message on my machine concerning your "news" and you'll read-all-about-it in the next issue of Overdrive. I hope to get some real good technical information as well, little tid bits that will, or might, save you from tearing down that engine again just because you didn't know something relevant to the process, or something as simple as to do your window up first before closing the door! I hear that you guys (and gals) want some technical info and from all our combined experience in the club, we have all done that, been there, and bought the book! So again, jot something down and get it to me by phone, fax, e-mail, or dog sled. Got any other ideas, hey, we are listening!

Do any of you 'older members' remember what we are all about? Let me refresh your memory. I dug up this piece in the wads of information I received from the past executive. **The Ottawa Valley Triumph Club (OVTC) is an organization dedicated to the preservation and pure enjoyment of owning and driving Triumph automobiles.** That is it, plain and simple!

The upcoming season is going to be great. There are more and more Triumph's being restored and fixed up, there is lots to be proud of owning and driving such a great marque! We will have lots of events for you to participate in, or to observe. Here it is, not even winter yet and I'm getting all worked up.

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The Monthly Feature

The Spitfire came into the world at the 1962 motor show in England, a bare six months after the first prototype had been completed. The good looks of the Michelotti styled car was universally acknowledged. And it sold well, reaching 100,000 on February 8, 1968. Over its lifespan of eighteen years, a total of 314,332 Spitfires were manufactured. Three of every four cars produced went

abroad, roughly half to Europe and the other half to North America.

The Spit's features at introduction were its elegant lines, including wind-up windows, as well as its spirited 65 bhp engine. The performance was 0 to 60 in 15.4 seconds and a maximum speed of 91.1 mph. Fuel consumption was light at 38 mpg; stopping power was excellent with its disc/drum setup.

Weak points included draughts, a high noise level, poor heating and ventilation, as well as a disappointing ride best described as somewhat harsh. As we all know, the rear suspension has a tendency to "tuck-in" on earlier models when being pushed to the limits. The ingeniously improved rear suspension of later (1970-1980) MKIV's and 1500's makes them dramatically safer and hence more fun to drive.

The suspension and mechanics were pure Herald with minor adjustments such as a shortened and reinforced frame, twin SU carbs, revised manifold, and hotter camshaft.

Over the years various other developments refined and improved the Spitfire, including options such as overdrive and a hard top. As well, creature comforts were upgraded to include a heater, improved seats and interior trim, suspension refinements, and mechanical improvements for more power and top end speed.

Today the classic Spitfire is a real bargain for anybody looking for a sports car. When motoring historians get around to writing about the sixties and seventies, one of the enigmas with which they will have to grapple is the success of the Triumph SPITFIRE.

On a personal note: my first memorable experience with a Spit was back in 1968 as a highschool student in northern Virginia. A new guy started the year in my class, just moved from L.A. and brought his, or his Dad's, '64 Spit with him. It wasn't that quick (my VW Bug was faster) but it sure was "cool" to cruise around in the prolonged summer season down there listening to the Stones and Hendrix on the AM radio. Fortunately he was not a test pilot and we never did get that rear end axle all bent out of shape on the hairpins.



Landon Refinishing

Who would ever think that polishing a car was rocket science? Our meeting on October 28th was held at Brad Landon's shop west of Richmond. Our visit was truly informative for the large turnout of 25 OVTC members. As soon as we walked in the door, it was evident that Brad's shop is a professional operation. Restoration, painting and refinishing is his business. Brad, being very articulate, was able to answer all inquiries, as well as explain the "science" of his profession. We witnessed Brad wet-sand and take a razor blade to the trunk of John Tierney's TR8, then lightly polish it with a compound on a high speed buffer comprised of lambs wool and foam for optimum results. He then used a high quality wax (\$8.00 per ounce) on an orbital buffer. The end result was a mirror-like finish with none of the swirls we all have on our paint finishes due to too much T.L.C. As we heard that night, flawless paint jobs require this treatment. A car prepared this way for any kind of

serious car show can take typically 3-4 days of work (or \$1500). For good paint jobs Brad suggests a base coat / clear coat combination. (and I can vouch for that!) Except for black - then a polyurethane works best.

An interesting matter of fact that Brad pointed out was his recommendation of a synthetic chamois rather than a "real" chamois. He said that a real chamois tends to draw the wax right off the paint! I tend to agree. After my paint job, I thought I'd love my TR to death and got this expensive chamois, well what a mess! What, I thought did I do wrong!?? Anyway out came the old land-yacht fakechamois and there was no turning back.

The next time you are hankering for first place at a car show be sure to call Brad Landon!

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A NEW MEMBER

Welcome to Sid Woznica, the latest member to join The Ottawa Valley Triumph Club. Sid is the proud owner of a real sharp TR3; looking forward to seeing it in the spring!

A NOTE FROM UP THE LINE

It may not be news if a car hits a horse, but it sure is when a horse hits a car. After the Perth Fair Parade on Aug.30 this year, I can confirm the strength of Triumph bumpers using a (very) low tech testing method.

During the parade my TR6 was followed by a couple of girls riding horses. One of these creatures was very nervous and could barely be controlled by the rider. After my repeated requests to stay further back were ignored by the girls, I crossed my fingers and quit looking in my mirrors.

Near the end of the parade the inevitable finally happened. I heard the clatter of hooves followed by a blow that shook the whole car! As I fought back the simultaneous urges to throw-up and to strangle the responsible rider, I checked for damage and to both my surprise and relief, couldn't find any at first glance. A closer inspection found only a small scuff on the end of the drivers side rubber bumper extension that later came out with 'Armor-All'.

As the parade continued to the finish, two very chastened girls rode 50 feet behind me and I said a silent 'thank you' to the designer of those "ugly extensions". After this experience, I may leave the extensions on when I re-chrome the bumpers next year.

Thanks to our new V.P. Bob Thomas for this anecdote.

MEETING OF THE MINDS !!

On November 4th the new Executive met in order to hear everyone's views and opinions on just about everything to do with the OVTC. We were fortunate to have with us for guidance Jane and Juliano Benco (Thanks guys for giving up your evening). We discussed many issues, but focused mainly on up and coming events, such as the Christmas party (See elsewhere in this issue for details!). Also on the agenda of importance was our BIG event of the year - the Richmond Car Show. The MacDonald's, as event co-ordinators will be doing us proud, seeing as they are already planning 1997 events! I'll keep y'all informed as things move along.

Appointed to the position of Treasurer is my dearly beloved, and the owner of the GT6 in my, oops, our garage, Vivien Kaye. Vivien, I know will do an excellent job. She is an accountant (CGA) and has lots of experience in major financial transactions as well as small business, and basic treasurer functions.

FOR SALE

Bob Thomas (613-267-4561) has TR6 parts for sale, such as the following: Gas tank c/w filler cap (used)-\$50.00, L.H. main floor panel (new)-\$85.00, L.H. & R.H. outer sills (new)-\$35.00 each.

I have two (L & R) rear bumpers for early style GT6- offers?. Also as my TR4 buddy Bill Hillary will attest to, I have lots of "4" bits and pieces.

NOVEMBER MEETING

This month's meeting will be at the usual spot (Manordale Community Center) and will feature a guest speaker who will discuss something of a technical nature that will be of importance to all of us. The meeting will be presided over by our new V.P., Bob Thomas, seeing as our new president will be in Florida, (all together now - ahhhhhhhhhhh). Maybe John, you could bring us all back something TRish, say an unrusted rocker panel or something??!!

DECEMBER PARTY / MEETING

This will be the event of the season folks! The club will provide libations such as wine and beer, as well as pop and coffee. We thought everyone would prefer a "pot-luck" type meal format as opposed to anything else. This event is being co-ordinated and hosted by Kathy and Paul MacDonald. Please be sure to speak with them at the meeting on November 25 so that we can co-ordinate the "pot-luck" feast. Should you not be able to attend the meeting please call the MacDonald's at 226-2512 up until the 7th of December. I hear that there are some great door prizes. As well, we will have what is called a "Chinese Auction", so each couple is to bring an anonymous wrapped gift, which will be presented by a method of drawing a high card, the first couple (or single person) picks any prize, then the second couple (person) has the choice of taking that first prize or picking a wrapped gift, and so on down the line. Your gift, can be anything of value less than ten dollars (or how about a Triumph spare part you won't need anymore). I'm

debating between the old luggage rack I'll never use again or that right rear tail light housing I love so much. The Chinese auction will happen around 5:30 p.m., so try to be there. Of course your well behaved offspring are welcome, videos and games will be provided in the basement. Paul has already started to toss out his MG stuff from the garage to make room for you Triumph smokers. Do the Macdonald's really have a TR7, or are they just wannabes, come and check it out! The address is 57 FARMGATE CRES. which is near Fisher Ave. and Viewmount Drive. Circle DECEMBER 15th on your calenders, time is from 2:00 till 7:00 pm. This get together will be our December meeting, so for you keeners out there, don't show up at the club house on the fourth Monday in December.

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THIS IS WHAT I CALL A SPACE FILLER !

Recently read report states that according to the magazine "ELLE", German men are more addicted to their cars than to making love to their wives or their girlfriends. Asked to list the things they would be most unwilling to part with, 92 percent of 2,046 men asked mentioned their cars.

UP AND COMING EVENTS

For those of us fortunate to be able to take in the following, this is what is happening in the land of no snow:

- Oct. 30-Nov. 3 in Charlotte N.C.: Charlotte International Car Show
- Nov. 1-Nov.3 in Hilton Head N.C.: Hilton Head Concours d'Elegance
- Nov.2-Nov.3 in New Braunfels, Texas: Southern Texas All British Car Days
- Nov. 3 in Toronto, Ont.: Autojumble'96 @ Markham Fair Grounds
- Nov. 8-Nov.10 in New Haven, Connecticut: Southern Connecticut Auto Show
- Nov.11-Nov.14 in Zephyrhills, Florida: Antique Car Fall Festival
- Nov.29-Dec.1 in Daytona, Florida: 11th Annual Turkey Run (?!?!?)
- Jan.11.-Jan.19 in Philadelphia, Pa.: Philadelphia Auto Show

OIL DRIPS

- Poor old Daisy-May, Derek's beloved, became enamoured with a telephone pole not too long ago and has a nice little dent in the rear bumper. Shame on you Derek!
- I finally had enough in the kitty to buy some Yokohama's for Viv's GT6 Panasport eight spoke rims which I

purchased last winter, the only problem now is that only three of the four rims have the right bolt pattern! Seems that one of the boxes was mislabeled. Since they all came from Victoria it looks like I'll have some fun getting it all straightened out. I'll keep you posted.

- Paul MacDonald just got his MG back after some metal work at Robin Fredette's shop and is getting ready to send out his TR7 for some of the same treatment. (Why the MG first, is what I'd like to know-Ed.)
- Recently seen at an antique flea market in Toronto, by yours truly, was a Corgi model of a TR2, in need of a paint job. Price was \$110.00 ??? No, I didn't. Back in the sixties you could have bought the real thing for not much more than that.
- Last weekend David Snasdell-Taylor dropped by with his new toy, a 1977 "Arrest Me Red" Corvette that he purchased with the funds from the sale of his TR3. I trust you will enjoy the new "Vette" David and I welcome you to the V8 club, but we know you will be back with a TR before long! Once Triumph oil gets in your blood you can't shake it. (John Tierney)

LAST ONE OUT!

My last ride in my TR4 for 1996 was a one hour cruise on November 16th. Anybody better than ? Or do I win the prize? (Up and down the laneway or around the block doesn't count.)

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. 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.

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



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