



# VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club



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April 1997

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- And lots, lots more!!!

**A Message from the President,  
John Tierney**

First Annual Spring Fling  
May 25th 1997

The first annual "Spring Fling" will be held at the home of Teresa and Al Tierney on Mississippi Lake. Hopefully we will all have our cars out of storage by then and be anxious to gather together and discuss our plans for our cars and the club during the upcoming season. All club members and their families are welcome to attend.

The Club Executive will be on BBQ duty cooking up hamburgers and hotdogs for lunch. The festivities will begin at noon and lunch will be served from approximately 1:00 until 2:00 p.m. **Please RSVP to Teresa or Al Tierney (613-257-8582) by May 11th.** The gathering will be in lieu of our regular Monday night meeting. Please bring lawnchairs or blankets to sit on. There will be two ski boats and skis available, so bring your bathing suit and towels! There might even be a prize for some brave soul!

For those who wish to make it a fun run you can gather at the clubhouse at 11:30 a.m. and travel together. The route will be laid out ahead of time.

If you are planning to travel on your own here are the **directions from Ottawa:**

Take Highway 417 west to the Highway 7 exit to Carleton Place/Toronto. At Carleton Place turn left (south) onto Highway 15 towards Smiths Falls. Proceed south on Highway 15 to Black's Corners and turn right (west) onto

Beckwith Concession 9. Proceed approximately 5 miles to the Tierney residence, on the right. I will put the OVTC banner near the road to mark the driveway. **Note:** If you reach John's Marina you have gone too far.

For those who will be **coming from Perth** here are the **directions:**

Take Highway 7 east to Tennyson Road. Approximately 3 km from Perth, turn right towards Tennyson. Follow the signs to John's Marina, and continue past the Marina approximately another kilometre. The Tierney residence is on the left hand side. I will put the OVTC banner near the road to mark the driveway.

Since this is an outdoor event we have scheduled a rain date of June 8th. If the weather is questionable please contact either myself or Teresa and Al Tierney.

New Members

We had two new members attend the March meeting. David Beatty and Marcel Proulx have joined us looking for inspiration and perhaps some assistance in their endeavour to resurrect David's TR3. From talking with David and Marcel, it sounds like they have taken on an ambitious project. Best of luck gentlemen and welcome aboard.

I have also been talking with Greg Koffman of the Morgan Club. We have agreed to share each other's newsletters and calendar info. So welcome to the associate club.

## AIN'T VACATIONS GREAT!

Me and mine are recently back from ours and yes, we certainly did have a good time. There is always something very special about travelling to a foreign land and enjoying what people who live there experience on a daily basis.

Our mission was to tour, visit, sightsee, and generally, have a vacation. As editor of an automotive newsletter, over the next few months, I'll share with you some of the more interesting sights we visited relating to cars.

On the road we saw very few sports cars; of the Triumph vintage we saw a Spitfire, and several Stags. That's it! Other interesting cars seen were quite a few Jags, from an XK120 up to the new XKE replacement, the 220. A V-12 Mercedes; lots and lots of Porsches (including some Boxters); lots of TVR's, which seem to be very popular - they actually remind me of the Cobra's. We didn't actually see too many vintage cars on the road, too early in the season? The flowers were out, so I'm not so sure why the cars were not!

For our first vacation installment, I'll introduce you to a couple of "neat" spots...

### Rimmer Brothers

Located near the historical old city of Lincoln, we dropped in as it was *kind of on the way* to see what there was to see. They have a small showroom housing some ten or so Triumphs, from stock to severely modified (more of that in another issue). As well they have a sales counter and in the back a huge warehouse, two floors of it from what I could see. Most of the action was in the office and warehouse areas as the bulk of their business is wholesale. While we

were there however, the counter was continually busy.

Rimmer's is a unique business with nothing quite similar to anything I've seen on this side of the pond. I picked up parts catalogues on the TR6, TR7, TR8, and the GT6 for anybody in the club that may be interested. I will bring them to the next meeting.

### A Unique Museum

Whilst travelling abroad earlier this month with my wife and daughter we *just happened* upon a very interesting destination called AUTOMUSEUM BERGEYK in the Netherlands. On display were approximately 300 cars ranging from a 1908 Wolseley to a 1972 Rolls Royce; from a cycle car (Mochet) to a 1957 Cadillac. There were some very unique cars that you just don't see, or in fact hear of over here in North America. The condition of the cars ranged from unrestored up to perfect examples. Some of the most interesting were: Simco - Singer - Talbot - Auburn - Anglia - Citroen - Alpine Renault - Opel - Lancia - Fiat - Masserati - Ferarri - Porsche - Lanchester.

What made this museum unique was that all the cars were for sale! The prices were all over the map but on the whole most were (in my opinion) reasonable. A few examples of this are as follows, (keep in mind the currency is in guilders (1\$ Cdn. = 1.35 NLG):

1937 MG Tourer - 42,000 NLG  
 1936 Austin Coupe - 34,000 NLG  
 1969 Jensen - 69,000 NLG  
 1957 Healey - 49,000 NLG  
 ? Karman Ghia - 2200 NLG  
 1981 TR7 - 14,000 NLG  
 1974 BMW 2002 - 6200 NLG  
 ? MGA Roadster 2900 NLG  
 Bug Eye Sprite - 3000 NLG

Real nice TR3 - 34,500 NLG

There was even a Triumph Mayflower which was POR. Also some beauty American chrome machines from the forties and fifties that would probably cost less there than they would here!

Next month I'll report on the Netherlands' finest 'real' museum, and later the museums we saw in England

## UPDATE F-1

- Lola is hoping that their own V-10 engine will be ready in time for the British GP. Testing is going on now.
- Eddie Irvine is impressing Ferrari engineers with increasingly faster and faster training times.
- F1 rumour mill has it that Benetton is for sale. Possible buyer is rumoured to be Porsche.
- Bridgestone Tires is supplying Arrows, Ligier, Stewart, Minardi, and Lola this season. Goodyear has the rest of the teams.
- Villeneuve is in discussions with Prost for next year; his contract with Williams expires this year. Prost has Bridgestone tires and will have a works engine from Peugeot.

## F Y I

Assets of Italian sports car manufacturer **Bugatti** will soon be sold at auction after lengthy attempts to salvage the legendary firm failed. Heavily indebted Bugatti was placed under court administration in 1995.

## BRITISH CAR COUNCIL

At the next meeting entry forms will be available for all of those who desire them to apply for the British Car Council's "Long Distance Awards". If you choose to participate, please contact a member of the Club Executive to validate your entry form.

In 1996, twenty-one awards were presented, including five awarded to members of the O.V.T.C. The winners were:

<b>Jeff Patterson</b>	<b>1980 TR7</b>	<b>9027 Km</b>
<b>Clive Law</b>	<b>1970 TR6</b>	<b>5707 Mi</b>
<b>Bob Thomas</b>	<b>1975 TR6</b>	<b>3697 Mi</b>
<b>John Day</b>	<b>1976 TR6</b>	<b>3358 Mi</b>
<b>Martin Harasek</b>	<b>1976 TR6</b>	<b>3145 Mi</b>

So get your forms in for 1997 and get out and drive!

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## APRIL 28TH MEETING

Come on out and bring your Triumph! This is the first meeting of the year that we can all show off what we have had stashed away all winter long. Same time - same spot.



## THE MONTHLY FEATURE

In my research into the TR7 I must admit there was not a whole lot of complimentary script to read. As an enthusiast of the Triumph marque I found this a bit prejudiced towards the old style of sports car. But then as I read on I realized that the TR7 was way ahead of its time, similar to the Cord, Tucker, Studebaker, et al infinitesimal. So then, with this "disclaimer" out of the way, on with the feature. . .

It was said that the TR7 marked the end for Triumph because the car was so bad that no company could recover from a mistake such as this. In fact it was testimony that the British auto industry had no idea what they were doing. The design came from a "doodle" at the Austin factory. It was built primarily with the American market in mind, which at the time was anti-convertible/pro hardtop. Thus the TR7 was offered only in a hardtop model from its inception in 1976. It was a couple of years before the designers realized their blunder and started making convertibles.

Besides the usual Triumph problems (wiring), the TR7 suffered from poor compression causing overheating and in some cases, warped cylinder heads, to problems with the operation of the pop-up headlamps. Due to the haste of getting this model on the road, many parts were "borrowed" from other British Leyland companies, such as the transmission from the Austin Marina, which could not hold up to the stress most sports car drivers would demand of it. All this was to the demise of Triumph. Had the executive planned it right, who knows, maybe there would be a Triumph today.

The original plan was to launch both the TR7 and TR8 (more on the TR8 in a later edition) at the same time thus offering the product to a more diversified clientele. In their wisdom they had forgotten to co-ordinate their allocation of 3.5 litre engines with Rover, who won out and took them all.

There is no doubt that the TR7 has some genuine qualities about it, handling and cornering for example, and the wedge does indeed grow on you after a while, particularly the convertible. It is fairly quick (0 - 60 mph in 10 sec.) and nimble, and with a good restoration job should give you summers of pleasure.

There were two special edition models, the Spider and the Victory, which had special trim and decals that made them a little bit more sought after than others. Due to the fact that they were not the most popular models to own there are plenty around for either rebuilding or for your basic parts car. And at a reasonable price!

## UPCOMING EVENTS

Please check your February edition of *Overdrive* for the complete listing.

**Triumph** related shows are as follows:

- May 10th - CHEO Duck Race and Car Show (see enclosed 'ad')
- May 25th - First Annual OVTC Spring Fling ( see "Message from the President" on page 1)
- June 1st - First Annual Byward Market Auto Classic

## CLASSIFIEDS

John Tierney saw this one in the Pennysaver and talked very briefly with the owner. He has not seen the car:

1980 TR7 convertible, black, 114K, engine rebuilt 5 years ago. The car has not been used much since then. Needs new top. \$3,150.00 Call Mike 737-5242.

Rick Dowhan (736-7453) has the following parts for sale: TR6 hood storage cover (new condition), interior door handle assy. (LH) for Spit & GT6, ball joint (pair) for TR6, tonneau cover for Spit 1500, lower front valance for Spit & GT6, door top trim (LH) for TR6, window regulator (LH) for TR6, transmission for Spit 1500, grill for Spit & GT6, as well as many other bits & pieces...

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## MARCH 24 MEETING

(by John Day, OVTC 'cub' reporter)

A large group of approximately 30 members turned out for the March meeting - not bad considering the weather that night. A surprise visitor was Pat Onions, all the way from Callander, near North Bay (makes all you local

absentees feel a little guilty, doesn't it?). Pat declined to speak to the group about his Shell 4000 experiences this time, preferring to just watch and listen at his first OVTC meeting (perhaps another time, Pat?).

John Tierney quickly got on with business matters. First item was a letter from the British Car Council, announcing the Long Distance award winners from last season. This is based on duly-recorded starting and finishing odometer readings for the period April 1 to November 1 (i.e. as witnessed by the club President), and must result in excess of 3000 miles or the equivalent in kilometres. I believe Clive Law had the highest mileage, I didn't get the figures down from John. Also - anyone interested in competing this year please see John Tierney a.s.a.p. with your car so he can record your mileage (if it ever stops snowing!).

John then announced the OVTC 'Spring Fling' to be held at John Tierney's parents cottage near Mississippi Lake in May. This event is being catered, so we need to know how many people (including immediate family, significant others, etc.) plan to attend. Let's say goodbye to the winter of 1996/97 in May!

The guest speaker for the evening was David Monahan, the curator of Land Transportation with the Museum of Science and Technology. David gave the club a very interesting presentation on the history of bicycle, rail and automotive transportation in Canada, and on the current Museum collection. The presentation was interesting in all aspects, not just regarding automobiles. As David pointed out, Triumph started life as a bicycle manufacturer (from my *Encyclopedia of Cars*, this was in 1887),

and the Triumph name was (and still is) associated with making great motorcycles. Fantastic cars are only part of the story here. (A little bit of trivia here - did you know that in the movie *The Wild One*, Marlon Brando is riding a Triumph, and not a Harley, as everyone would tend to believe?).

David also described the current Museum collection and the restoration efforts of the staff to preserve it. This included the problem recently encountered with the receipt of a moth egg-infested wooden carriage. The moths and their eggs got into several other museum specimens before being contained. They can only be effectively exterminated by fumigating the vehicles from inside large, sealed poly bags (prompting a "first wife" joke from one of the group that must've taken David back a bit!). The presentation as a whole was very good and very informative. We even learned from David where the term "station wagon" comes from, but it's a secret to those who weren't at the meeting. You'll have to come to the April meeting and ask someone!

Finally, John introduced a pair of new members who were on hand for the meeting, along with part of their car. Two friends, Marcel Proust and David Beattie, have discovered an old 'small-mouth' TR3, and will be carrying out what can only be described as an "ambitious" restoration over the next few months. John Pritchard had the front cowl of their car with him that night to illustrate his first attempts at electro-chemical stripping of the metal surface. This will be an interesting project to follow as things progress. Welcome, Marcel and David - keep us posted.

### **"Triumph over Triumph" by J. Day**

I got a phone call from England one Saturday a month ago. On the other end was Paul Richardson, son of Ken Richardson of Triumph TR2 and Competition fame. Paul was contacting the various Triumph clubs worldwide to announce that he will be publishing a new magazine called *Triumph Over Triumph*, to be published six times per year starting in March 1997. Due in part to the Richardson name, TOT "will be privy to exclusive information from many employees of the Standard Motor Company including a Director, Managers, Senior Technicians and staff, many of whom have never been interviewed before." The magazine will contain unpublished photographs from the formative years at Triumph, and provide glimpses behind the scenes as many Triumph models were developed. There will also be restoration features, racing articles, and club news from Standard and Triumph clubs around the world.

Due to the detailed and specific subject matter, the magazine will not be sold on newsstands anywhere. It is ONLY available via subscription (hence Paul Richardson contacting clubs directly). The OVTC has subscribed, and will make the magazine information available to interested members when it arrives. Those exceptionally fanatical people interested in having their own subscription can charge (Visa/Mastercard) the subscription fee of 32 pounds sterling for the first six issues by calling P.K.J. Publishing in Cambridgeshire, England at 01733 253310

## What about the Kids?

by Don LeBlanc

Are there people interested in discussing car pooling for the rest of the family in a "support vehicle" to attend some of the out of town events? As the new season approaches, I'm sure we are all trying to make plans for which of the many events we'll be able to attend this summer, and for those of us with young children, one of the considerations is what to do with the kids for the weekend. Once in a while it may be possible to make arrangements so just the two of you can get away for the weekend in your TR, but most of the time it likely can't be done. I know it's pretty difficult for us. Rather than skip all of the out of town events, I am interested in trying to organize a carpool to attend a few of them and make them family affairs. We've already decided that for a few events this year, I'll drive the TR, and my wife and daughter will travel in the other car. We'd be interested in bringing others along in the "support vehicle", or in traveling with someone else in their vehicle and sharing the gas expenses. Bringing the family along may impose a few restrictions on which activities one can participate in at a given event, but at least this way we figure we'll be able to get out to a few more fun weekends with the TR and still have fun together as a family. Anyone interested in discussing the idea further, please give Don LeBlanc a call at 820-8680.

## Richmond Car Show

by Paul McDonald

- The pre-meeting for the Richmond Car Show was well attended by

members. Many plans were made and many volunteers came forward, in an effort to make the '97 show one of the best. All members are encouraged to contact the following people with ideas or to volunteer in these specific areas:

- Advertising: Paul MacDonald

The show is currently being advertised on the Internet and also will be in Hemmings, British Car magazine and the Ottawa Citizen. Plans are underway to have flyers available at Autorama, Ancaster and distributed to local car clubs. Flyers should be available at the next few monthly meetings so that members can take a few to distribute to local businesses and other appropriate spots. Paul can be reached at 226-2512.

- Vendors: Don LeBlanc

Don has agreed to solicit vendors, both private individuals with parts to sell and companies with old and new products. This is one of the more important areas as many people come to the show anxious to look for parts. This would be a major draw for people if it was EXPANDED. Prices are as follows: Commercial vendors: \$40 inside or \$25 outside (for about 20 square feet); Private vendors: \$10 outside (a smaller area). This is an inexpensive way to get rid of those parts and still make some cash! If you have parts or know someone who has, or if you have suggestions for Don, please contact him at (H) 820-8680 or (B) 765-3930.

- Volunteers - Bob Thomas

Bob has volunteered to organize the MANY volunteers (i.e. club members,



we need your help!) to staff the entrance gates and get the cars organized on the field. Volunteers are also needed to help set up the field in the morning. Please give an hour of your time on show day to help. Contact Bob at (613) 267-4561.

- Club Display - Steve Bourne

Steve has come up with an idea for a club display which will finally get the trophy back where it belongs. If you promise to help, he will get out the "Cone of Silence" and share his fiendish plot. Contact Steve at: (H) 253-0739 or (B) 253-9149.

- Door Prizes and Ballots - John Tierney

John has agreed to coordinate this activity and get prizes that will keep everybody on the field until the very last second. Contact John at 591-9572.

- Flyer - Steve Bourne

Steve will look after providing spectacular art work and copies for distribution at events and to other clubs.

- Dash Plaques - Ted Nielson

Ted is getting dash plaques and possibly T-shirts for the show.

- Man with a Truck - Steve Bourne

Steve will be lugging all the club paraphernalia to the field on show day.

- Food and Beer - Don LeBlanc

Don will contact the folks at the Richmond Agricultural Society to arrange for a food concession and

determine how to get the beer tent going (hopefully with Hart beer).

- Fun and Games - ????????

We need someone to organize car games of skill (low speed!). Any takers?

The work has just begun. Please contact the above people to lend a hand and make this the best ever Richmond Car Show.



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ATTENTION CAR CLUBS

## "DUCK RACE" CAR SHOW

SATURDAY, MAY 10, 1997

**COLONEL BY DRIVEWAY**

between  
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10:30 AM to 2:30 PM

ALL MARQUE CAR CLUBS WANTING TO PARTICIPATE  
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**CONTACT:**  
WAYNE ELLWOOD  
990:3087 (W)  
741:7407 (H)

The Ottawa Valley Triumph Club is comprised of approximately 75 members. The Club meets on the fourth Monday of each month at the Manordale Community Centre, Knoxdale and Carola, at 7:30 p.m. 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:

John Tierney  
President  
(home) 591-9572  
(fax) 829-6331  
(email) microzon@microzone.com

Ed Kaye  
Newsletter Editor  
(home) 692-1880  
(fax) 722-3465  
(email) wackid@istar.ca

Vivien Kaye  
Treasurer  
(home) 692-1880  
(fax) 520-3739  
(email) vkaye@ccs.carleton.ca

Bob Thomas  
Vice President  
(home) 267-4561

Paul MacDonald  
Events Coordinator  
(home) 226-2512

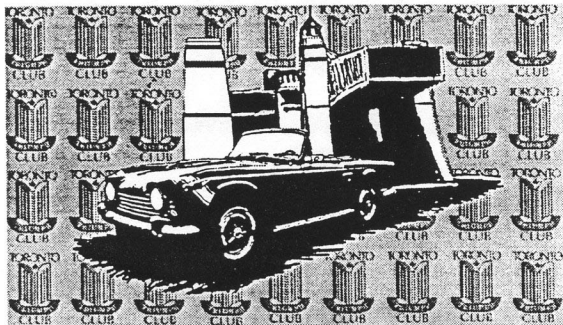
Jeff Patterson  
Membership  
(home) 839-2891

Ted Neilson  
Regalia  
(home) 834-4764

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)*

## WELCOME TO PETERBOROUGH



### 12TH ANNUAL CANADIAN CLASSIC

CELEBRATING THE 35TH ANNIVERSARY OF THE TR250

JULY 31 - AUGUST 3, 1997 PETERBOROUGH

THE EARLY BIRD GYMKHANA  
THE RALLY OF THE "SMALL" PINES  
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FOR FURTHER INFO CONTACT CHARLIE CONQUIERGOOD AT (416) 494-5960,  
OR THE TORONTO TRIUMPH CLUB (416) 410-4882

### 12TH ANNUAL CANADIAN CLASSIC JULY 31 - AUGUST 3, 1997 PETERBOROUGH

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City : \_\_\_\_\_  
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Phone : Business : \_\_\_\_\_ Home : \_\_\_\_\_  
Year, Model and Colour of Car : \_\_\_\_\_  
Club Affiliations : \_\_\_\_\_  
Total Number in Party : \_\_\_\_\_

REGISTRATION BEFORE 1 JUNE ' 97	\$45.00	TOTAL
AFTER 1 JUNE ' 97	\$55.00	
GYMKHANA	(NO CHARGE)	
TR OLYMPICS	(NO CHARGE)	
RALLY OF THE "SMALL" PINES	(NO CHARGE)	
B.B.Q.	\$10.00/PERSON	
AWARD DINNER	\$25.00/PERSON	
T-SHIRTS	\$15.00 (STATE SIZE) S M L XL	
CAPS	\$15.00 (ONE SIZE)	
	TOTAL	

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SIGNATURE: \_\_\_\_\_

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11 YELLOW BIRCHWAY  
WILLOWDALE, ONT.  
M2H 2G9

WAIVER (must be signed)  
I am aware of the hazards associated with motor vehicle events and specifically release the Toronto Triumph Club, their officers, hosts and club members from any claims and actions on account of any injury, death, or damage occurring before, during, or after the 1997 Canadian Classic held at Peterborough, Ontario, July 31 - August 3, 1997  
SIGNATURE: \_\_\_\_\_