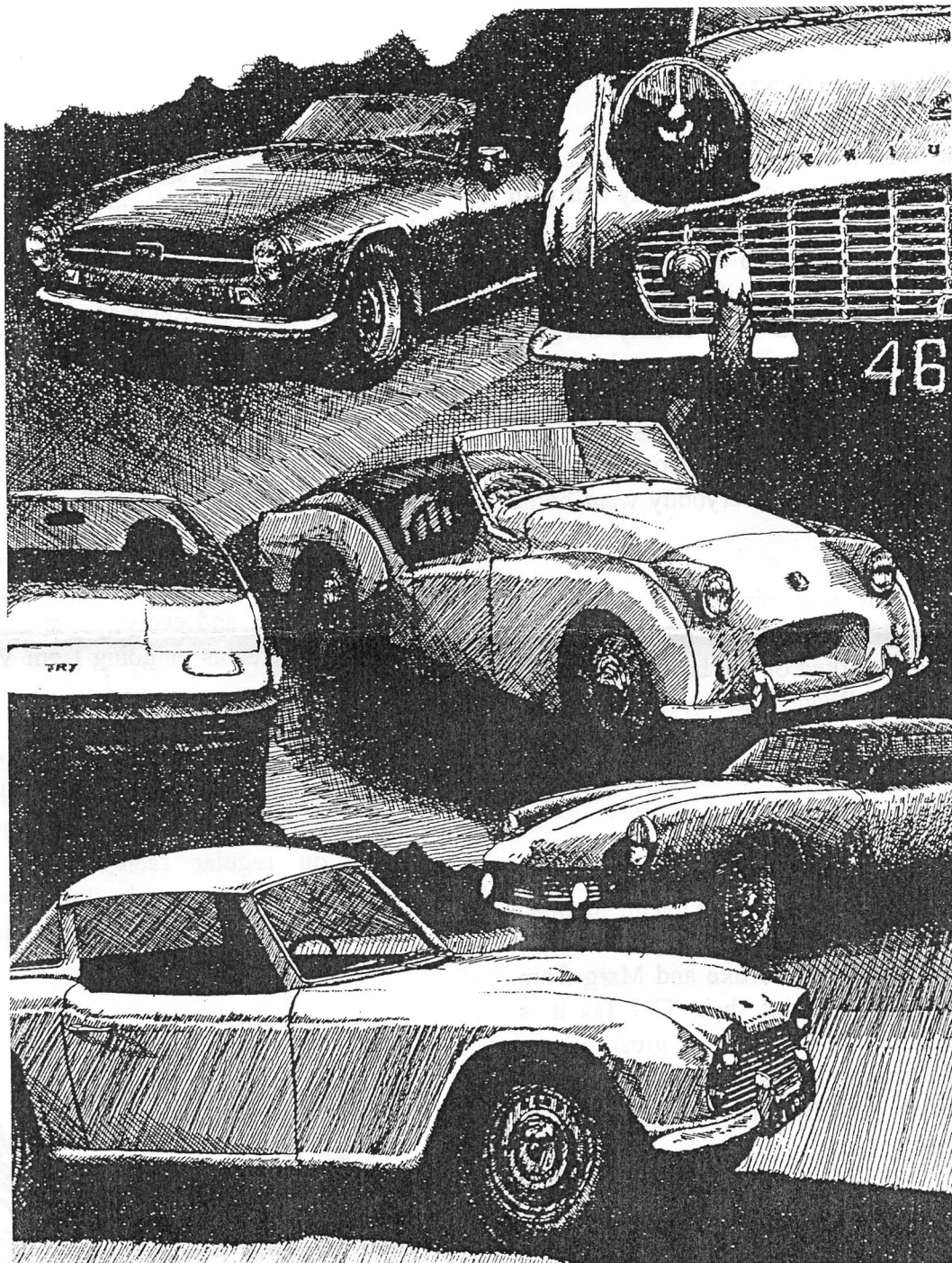




VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club



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September 1997

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A MESSAGE FROM THE PRESIDENT, John Tierney

Sorry....John is in Edmonton.

AUGUST MEETING

And what a meeting it was! The location was at the home of yours truly and your treasurer. Of course the mystery was how many people to expect for the bar-b-que. So we were optimistic and figured on forty sausages and twenty burgers, four dozen ears of local corn, along with the necessary refreshments. By the end of the evening all the food was gone and most of the libations, too. That was perfect, as I think everybody went home satisfied.

The count was nineteen Triumphs, a token MG and Gord's beautiful XKE. We were parked on the back lawn beside the Rideau River which was a great spot for tire kicking and mingling. The weather co-operated and nobody left until after sunset.

We even had a few prospective new members show up for the event: Stephan in his Spitfire, Lonny in his newly acquired TR6, and Mike and Marg from Kemptville, without their TR7 (as it is undergoing re-fit). It was great to see Rick Dowhan in his "almost completed" restored red Spitfire on it's maiden voyage.

There was great concern about the classics being parked on the lawn, but not to fear, upon inspection the next day only one oil spot was located. Where? Well, you guessed it: Len Fortin, of the MG club. Must have been from under

your car. (ha ha) All kidding aside, it was great to have you and your wife join us. Hey, maybe we can do it again next year, as it was a fun event.

UPDATE F - 1

- The owner of Road America has plans to spend seven million dollars redeveloping the circuit so it can host an F-1 event by the year 2000.
- CART Team Reynard is looking forward to joining the F-1 circus next year. To bypass the tobacco ban on advertising the official name will be "Luckey Strike Ford". Expect all other teams to follow suit.
- Look for many, many changes after the current season, drivers all going here, there, and everywhere; engines changing teams or going from V-8's to V-10's.
- Most teams have by now tested their next year's "skinny" cars. They have proven to be 2 - 3 seconds slower per lap on regular racing tires, and another 2 - 3 seconds slower when fitted with the proposed grooved tires.

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EDITORIAL

I'll start this off by stating what an honour it has been being involved in such an active club. I've been surprised over the past year about what a major influence the Triumph Club has over automobile events in and around this fine city. Did you know that without us there would not be a "classic" sportscar show this side of Burlington? Yeah, that is something to be proud of. As well, any car event organizer searches us out to participate to some degree at their event(s).

Having stated all that, it takes a tremendous amount of energy from the executive to get involved, to do what it takes to get it done. So, on behalf of all the members - a big thanks for a great year.

What I'm trying to get at, is that in the September meeting, nominations will be heard for the board of directors. The voting will take place the following month, at the October meeting. This club will only get stronger if more members participate. It is an adventure, I assure you, and does have its own personal rewards. PLEASE STEP FORWARD and share your views. Let myself or any of the directors listed on the back page know that you are interested in giving some of your time.

On a personal note, I had planned on a one year tenure as your editor, so don't be shy, speak up! All positions are in fact up for re-election. The future of YOUR club depends on YOUR involvement.

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CALENDER OF EVENTS

- **Sept 19-21:** British Invasion VII, Stowe, Vermont
- **Sept 21:** TTC 14th Annual British Car Day, Bronte Creek, Oakville
- **Sept 22:** OVTC monthly meeting

That is it! Summer 1997 is truly over, boo-hoo. How about someone organizing an all-member-fall-fun-run to see the colours up in the Gatineau Park on a sunny Sunday afternoon? I can help with the route.

F Y I

All upcoming meetings will revert back to the club house as indicated on the back of *Overdrive*.

STRIKE

In the event of a postal strike your *Overdrive* will be available to be picked up at the monthly club meetings. If you can't make it, it will be mailed when the strike is over.

TRF Summer Party Report

(by Bob Thomas)

This year the OVTC was represented at the TRF Summer Party by Dave Huddleson along with his friend Dixon Kenner (from the Ottawa Valley Land Rovers Club) in Dave's TR7 Spyder, and myself, Bob, in my TR6. A beautiful sunny day greeted us on Thursday, August 7th as we met at the Thousand Islands Bridge and continued on through north western New York to Brock Yates' Cannonball Pub in Wyoming for lunch. No sign of Brock, but the decor is an interesting blend of racing memorabilia and his personal mementos.

Next stop was the TR8 group's motel at Blairsville, PA (near Armagh) for some tire kicking, bench racing and renewing of friendships. Particularly sweet was Woody Cooper's freshly built Maroon TR8 coupe with gold and maroon velour interior. Some of the "right stuff" in the car includes a 300+ HP engine; an adapted Ford 9" positraction differential; 4 wheel disc brakes with cross drilled rotors; and, of course, a roll cage. Pushing on to Charles Runyon's farm at Armagh, we arrived at dusk, and with a couple of helping hands, we were all set up in 15 minutes.

The next morning brought some more sun, the flea market, and of course, TRF's own warehouse parts sale (my Visa card is still smoking!!!) After lunch we headed over to Keystone Drag Strip near Blairsville for a few runs through the timing lights. This was set up as bracket racing, which means that after unlimited practice runs, you choose your bracket or target time. In the

eliminations, closest to their bracket without going under (i.e. quicker) is the winner, which makes for close competition. I don't know what Dave's times were, but my best was 19.586 seconds and 69.67 miles per hour. Compare that to Woody Cooper's overall best run of the meet at 13.3 seconds and 105 miles per hour!

Casualties for the day included one TR8 (clutch), one TR6 (differential) and an MGB (underhood fire). Those TRF guys sure know how to drum up business.... We didn't stay until the end, so we'll have to wait for the TRF flyer to see who won overall. Back at the farm that night we were treated to another bonfire, live music and a fire works display. A great day, and two more to go!

Saturday we took in some of the Gymkhana on the downtown streets of Indiana (smooth beats fast); and the Autocross at nearby Jimmy Stewart Airport (smooth and fast wins here). This is definitely a place for the "Big Dogs" and I was happy to "stay on the porch" and watch. Competitive times were in the 30 second range, and again, the TR8's dominated along with a Lotus Europa. Capping of the day was a mountain tour to the Indiana Drive-In for a BBQ followed by the movies Gumball Rally and Days of Thunder.

Sunday dawned sunny again and warm as we broke camp and drove to Indiana for the concours. The downtown was filled with British Cars of all makes and conditions, including (to Dixon's delight) several Land Rovers. We left Indiana in the early afternoon and travelled back to Rochester, where we enjoyed the hospitality of the TR8 club's

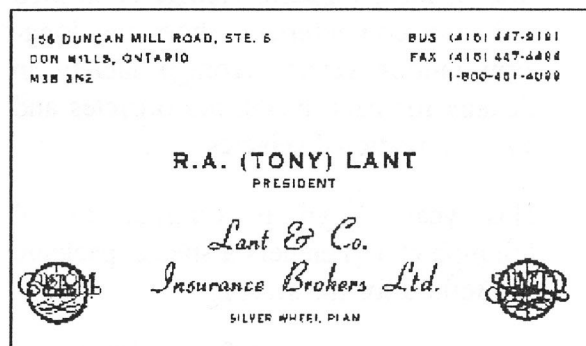
Bill Sweeting for the night. I experienced a severe case of Triumph envy here because Bill owns a TR8 coupe and a roadster (since new).

Monday morning found us on the road for home, with a planned stop at British Auto. Picture a gateway with no sign, a rutted dirt road leading to a couple of storage buildings and a shop, surrounded by rows of British cars in various states of dismemberment, and you know we were in our element. Dave got a line on some parts for his Dad's Vitesse and I'm looking into some rebuilt carbs for my TR6. Pressing on, we encountered our only rain of the trip and arrived home 1191 miles after leaving: tired, broke (in my case) and glad we had gone.

Miscellaneous Impressions:

1. I had no idea how tough it is to drag race well, or how high your adrenalin level gets watching the lights count down
2. All TR8 owners are Tim Allen disciples - MORE POWER!!
3. The Coventry Inn in Indiana is a beautiful monument to one man's vision and to our hobby.
4. A Drive-In full of British cars is an awe inspiring sight.
5. Hats off to the owner of the concours quality Italia who drag raced and autocrossed this gorgeous car.
6. Freshly paved, narrow mountain roads are what these cars were built for!

How can you match the enthusiasm of one TR8 owner who has the "Triumph laurel crest" tatooed on his chest?!

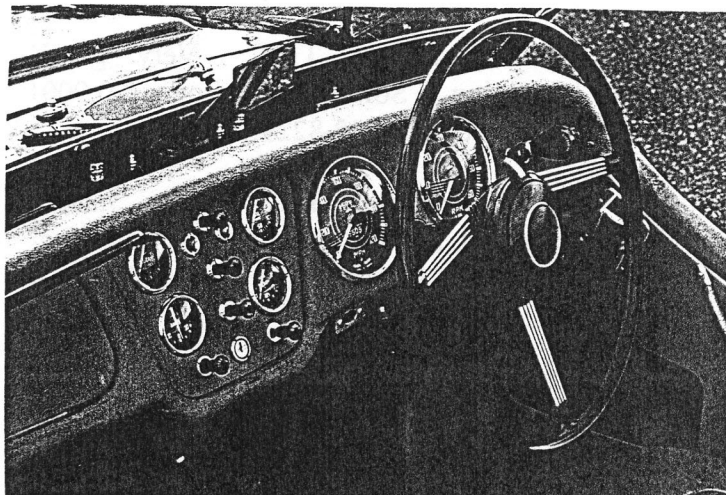


OVTC Trivia Question (by Bob Thomas)

Who were the two cartographers who couldn't read a map to find their campsite at the recent "Winston Cup Bud in the Glen" race weekend?

PETERBOROUGH CLASSIC

When at the Kingston Show, I spoke to a TTC club member whom informed me that the Classic was indeed a successful event. He was however unable to give me any other details. I did learn from the Montreal Triumph Club that only seventy cars showed up. Were any OVTC members there?



WINTER STORAGE AVAILABLE

Boyd Vehicle Storage operates the largest, most modern, climate controlled and fully computerized short and long-term indoor vehicle storage facility in Canada for cars, boats, motorcycles and other recreational vehicles.

This year, Boyd is offering to all Triumph club members a special package of \$360.00 for the season.

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FOR SALE (from the Ottawa Citizen)

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1975 Triumph TR6 Very good condition. Softtop, hardtop. 70,900 miles. \$8,000. 745-8229.

1976 Triumph TR7 Low miles, excellent running condition. Priced for quick sale. \$1,500 o.b.o. 459-2077.

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 <i>President</i> (home) 591-9572 (fax) 829-6331 (email) microzon@microzone.com	Ed Kaye <i>Newsletter Editor</i> (home) 692-1880 (fax) 722-3465 (email) wackid@istar.ca	Vivien Kaye <i>Treasurer</i> (home) 692-1880 (fax) 520-3739 (email) vkaye@ccs.carleton.ca
Bob Thomas <i>Vice President</i> (home) 267-4561	Paul MacDonald <i>Events Coordinator</i> (home) 226-2512	Ted Neilson <i>Regalia</i> (home) 834-4764
	Jeff Patterson <i>Membership</i> (home) 839-2891	

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)