



VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

75 *years of*
Triumph



APRIL 1998

Triumph



75 years

A MESSAGE FROM THE PRESIDENT, John Day

Now this is more like it! Lori & I were out for the first time in the Six last Sunday. I'd changed the oil & filter the week before, just in case, and I'm glad I did. Actually, this is almost my favourite time of year for motoring. Another couple of weeks and it will be just right - before the bugs are out and make a mess of the windshield! Fresh, cool air through the carbs makes all the difference, it seems.

The first event, the Dart Tournament, is now behind us, and there's plenty more to come. I had hoped to see more of our own members out this year, considering the prizes I had told you all about. Details will follow below, but rest assured the trophy remains in the hands of our own club. Six years, and one OVTC team or another have proven overall winners!

Before too long, the Richmond show will be upon us. A planning session of the executive was held the week after Easter, so more specifics will be available for the next meeting. As always, it'll be a great day, so remember to reserve that day for your TR. We'll be requesting an hour of our members' time throughout the day to staff the gates. For our new members who haven't been to the Richmond show before, it's a lot of fun, and there's always some terrific cars. I particularly liked the Lamborghini last year!

Here's to a TR-rific summer ahead in 1998. See you on the roads! JD.

SIXTH ANNUAL OVTC INVITATIONAL DART TOURNAMENT

(By John Day, Sports Reporter)

The Sixth Annual OVTC Dart Tournament was well attended, with members of the MG, Lotus, Jaguar, and (of course) the VW clubs represented in addition to our own teams. TR teams were: John & Lori Day, Jane & Julio Benco, Ed & Vivien Kaye, Paul & Kathy MacDonald, Clive Law & his playing partner Derek, plus Kit Heathcote and Gary Rogers (Gary is a colleague of Jane's, and a heck of a dart player). Teams played a best 2 of 3 games, with the losers of the first round forming the 'consolation round' division. Of course, there was the 'Weenie Award' available, for anyone who failed to score at least 10 points with their 3 darts.

Plenty of good fun and good darts continued through the afternoon, and the number of teams meant some extended breaks between games. No problem, since our host facility, Cory's on Conroy, had Guinness on tap! In the end, after a tough final match, the team of Kit Heathcote and Gary Rogers proved victorious, besting the VW's for the championship! Well done, lads! For the consolation round, the winners were none other than the Days! After a humiliating defeat (to MG's, no less - sorry Len Fortin!), we caught our stride and marched to victory in our other matches. Who knows, if we could've doubled out in the first match, it might've been different...

Finally came the presentation of awards, and more importantly, the door prizes. We had very good corporate support this year, from companies like: Moss Motors, Roadster Factory, Obsolete Automotive, Special Interest Car Parts, 'British Car' magazine, as

well as local firms like Metric Auto Service, Global Auto Care, Ron's VW Restorations, and Jaguar of Ottawa. These folks really make our event worth the competition. Thanks to all of you!

Remember - for next year's tournament - you don't have to be an expert dart player, you just have to have fun trying. Oh, I should also mention that apart from one beetle, there were just two sports cars in the car park that day - and they were both Triumphs! Way to go, Ed & Julio!

Oil Drips (of sorts)

- John Day got a call the other weekend from Pat Onions in North Bay. Pat is the Shell 4000 rally alumnus whom the Germans, Rainer & Dieter, met on their cross-Canada trek to the 1996 Canadian Classic. Pat corresponds with Rainer still, and in a recent letter, Rainer said that he recently purchased a Triumph Italia! Apparently the car is in excellent shape, having spent most of its life in Mexico. Some guys have all the fun! We'll have to get a picture of Rainer with his new toy!
- John Tierney has been busy with his TR8 lately. (You are probably wondering, as I did, what more could he do with that beast of his? - Ed) He has had the headers nickel plated, installed a high capacity electronic ignition system and high capacity wires and, in order to sort out his gas tank, he had to drop the rear-end. Nothing is simple with these cars! He is also in the process of installing an offset oil filter housing to make life a little simpler when changing the oil. More power, aarggggh !
- I've been busy as well, installing a chrome roll bar in the TR4. Of course one thing leads to another and as I generally use only my tonneau cover to keep weather and prying eyes out, I had to have it modified to fit the roll bar. I'm also fitting new stainless gas lines to feed the Webers. Then there is Viv's GT6 which I've slowly disassembled over the winter. Last year it was on the road but definitely needed major improvements, such as a new rear leaf spring, new rear shock mounts, exhaust manifold, intake manifold, choke assemblies, exhaust system,anyway you get the idea. The goal is to have it out in time for the Byward Market Show, or better yet the Air/Car Show. (That would be Ed's goal - mine is to have it out asap! Viv)

Classified

- 1967 TR4A IRS: Body & paint finished (signal red); new Dunlop tires; re-finished wire wheels; reupholstered seats; detailed engine; overdrive. Car is complete, just needs reassembly. Asking \$6,000 obo. Clive 820-7350. evgs.
- 1974 TR6 - in running condition but needs restoration, fenders and body sound. Asking \$2,800, negotiable. Pat Onions 1-705-752-5678 or Terry Onions 1-705-752-2390

WANTED!

Two VHS video tapes borrowed from Dave Huddleson. Not urgent, but he does want them back. They are "Debbie Does..." (oops! sorry, Dave---Ed). That's "Mid Ohio Vintage Races featuring the Triumph" and "The Roadster Factory Summer Party".

EDITORIAL

Looks like we made it folks, the buds are out and the grass is green, and the hockey playoffs have started! Congratulations to all, after a nasty, nasty winter. If there was one good point, it may have been the fact that it wasn't that cold, allowing some of us garage mechanics to work in the unheated garages. I for one am looking forward to seeing the 1998 collection of Triumphs that are on the roads in Ottawa this year. Hopefully the weather will allow those of us that can to bring our Triumphs to the meeting on April 27th.

As most of you are aware this is the 75th anniversary of the Triumph marque. So be proud, drive your car and show it off - it is amazing how many people out there have not even heard of TRIUMPH. As you have read in *OVERDRIVE*, there are many, many car shows and events this year. Try to make it to as many as possible! Our club has, for the first time this year, co-ordinators for "key" shows. They are listed in the calendar of events. Call them, get the scoop, and come on out and join us! And as our president stated in his message, the Richmond show is coming up quickly. This is your show, get involved, we need you. See you on the roads.

NEEDED . . .

Volunteers to man (or woman) the gates at our Richmond show. One hour shifts to collect entrance fees as well as to guide the cars as to where to park. If we don't hear from you, Jeff Patterson (839-2891) or Bob Thomas (267-4561) may be calling you.

MARCH 23 MEETING

If you were there, you probably enjoyed it. Our guest speaker for the evening was Pierre Seguin of 3M Canada. Pierre is responsible for the Automotive Products Division, which, as he explained, offers both consumer and professional products for polishing and waxing paint finishes. There really is a lot to the process and, as is the case in most endeavors, preparation and the right tools for the job spell success. There are polishes that will renew that "swirly" paint finish; the type of polish depends on the severity of the scratches. Next is the wax job. The key throughout is to use quality products, like 3M. They also have products to polish mag wheels and chrome, clean tires and wheels, as well as a vinyl restore products for those yellowish plastic windows on convertible tops. Thanks for coming out, Pierre.

John Day made various announcements, including preparation plans for the Richmond Show. There will be much more info available at our next meeting, at the clubhouse on **APRIL 27th**.

TRF SUMMER PARTY

Thanks to Dave Huddleson for reporting the following: at the 15th Anniversary of TRF they are featuring the TR8 as the featured Marque. Come on down to Pennsylvania on August 7 to 9 to see possibly 50 TR8's gathered in one place. This event is \$US 65 if registered before May 31st. Call Dave for details...(613) 822-1315.

CALENDAR OF EVENTS

- ♦ **May 2-3** Stirling Flea Market and Car Show, Stirling, Ont.
- ♦ **May 6** Cruise night begins, Country Style Donuts, Greber Blvd. Gatineau, every Wed. evening all summer long
- ♦ **May 8-10** Carlisle Import Auto Festival, PA, USA.
- ♦ **May 9** Duck Race, Colonel By Drive
- ♦ **May 9th, 10th, 24th, 31st**, Motorsport Club of Ottawa, Corel Center
- ♦ **May 13** Cruise night begins, Place d'Orleans Plaza, every Wed. evening all summer long
- ♦ **May 16** Smiths Falls Flea Market and Car Show
- ♦ **May 17** Olde Fort Henry 60th Anniversary Car Display - Kingston
- ♦ **May 17 - 23** British Car Week: annual week to show and drive our cars for optimum visibility
- ♦ **May 24** Larkin Field, Walter Baker Arena Car Show, Nepean
- ♦ **May 24** Canadian Vintage Motorcycle Club Special Interest Bike and Car Show, Oxford Mills *Gord Robertson 226-5033*
- ♦ **May 25** OVTC Meeting
- ♦ **May 25** Cruise night, Home Hardware, Perth, every Monday evening all summer
- ♦ **May 30-31** National Capital Air Show and All Clubs Car Show *Ed Kaye 692-1880*
- ♦ **May 31** Cumberland Antique Power Show
- ♦ **May 31** Porsches at Andrew Haydon Park
- ♦ **June 6** Italian Car Parade-Preston Street, Ottawa
- ♦ **June 7** Byward Market Car Show, Ottawa *Vivien Kaye 692-1880*
- ♦ **June 7** Motorsport Club of Ottawa, Le Circuit, Mont Tremblant, Qc. (cost: \$150)
- ♦ **June 11** Cruise night, Heron Gate Mall
- ♦ **June 14** Canadian Grand Prix, Montreal
- ♦ **June 13** Ottawa Jaguar Club Show, Aviation Museum
- ♦ **June 13** Rocko's Cruise night, Stittsville
- ♦ **June 14, 21st, 28th**, Motorsport Club of Ottawa, Corel Center
- ♦ **June 14** Richmond "Sporting and Classics" Show and Flea Market, *Bob MacDonald - 226-2512 or Steve Bourne - 253-0739*
- ♦ **June 14** Odessa Car Show
- ♦ **June 20** Corvette Show
- ♦ **June 21** Antique Auto Club of Ottawa, Billings Estate Museum
- ♦ **June 22** OVTC Meeting
- ♦ **June 27 - 28** Sports Car Show / Vintage Races, Le Circuit, Mont Tremblant (514-933-1716)
- ♦ **June 28** Smiths Falls Car Show
- ♦ **June 28** British Car Day, Bowie, Md. USA
- ♦ **July 1** Canada Day Car Show, Arnprior *Jeff Patterson 839-2891*
- ♦ *Stay tuned next month for the rest of the summer's events.*

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Ned Loughrey

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TRIUMPH 2000 ERA Continued... (by Pat Onions)

As related before, after our reasonably good showing in the 1965 Shell 4000 Rally with the TR4, Mr. Allen Millar, CEO of Triumph Canada, introduced and sold to me a Triumph 2000 for \$1.00. His stipulation was that Triumph would supply any parts, that we run the car in the 1966 Shell Rally, and that we register the car under my name and as a private entry. It was to this end that Doug McLellan, who was my navigator and a very good mechanic, and myself worked.

During the summer and into the fall we entered every rally we could find, from local and regional to national rallies. When we weren't rallying we were working on the car. Also as previously related, our big problem was the IRS suspension. Even with the modified and strengthened lower wish bone we continued to have breakdowns. I did not want to sacrifice wheel travel as this was the plus side of the IRS in keeping the driving wheels on the ground. If cracks and welds didn't show up or break, shocks would break or give up, wheel and axle bearings would burn up or U joints give out. It was frustrating because the rest of the car stood up just fine. Even the McPherson struts on the front gave little trouble (they did sag a bit and we had to block up the front end), but they never broke. The stock engine took all I gave it and the gear box and clutch. Even the unit body took the pounding except for the back end where the shocks mounted to the body.

In local rallies of short endurance we did reasonably well. However, three rallies of note should be mentioned. First was the KLG Rally. This was an Ontario Regional Rally run out of

Toronto. It was the forerunner of Stage Rallying as run by the North American Rally Championship organized today. (Personally, I don't consider this rallying as it is simply "road racing" over closed sections of forestry and logging roads or any other areas they can close off.)

It was a Saturday night run til Sunday afternoon rally. I pushed the car for all it had - bouncing off gravel banks, in and out of ditches and several near misses with trees. At the one o'clock meal stop Doug and I dove under the car to change the rear shocks. While emerging from under the car, an organizer came up to us with information that we had the best times in some of the sections, and by his count, were leading the rally. Well, during the rest of the night I drove like a man possessed, flying off the tops of hills, sliding around corners with Doug urging me to keep the car on the road. It was mid-morning, going full tilt down a straight section of forestry road up near Hastings that I saw a culvert wash out across the road. I chose to hit it at speed and try to jump the wash out. The front end cleared fine, but the long travel rear suspension dropped in, ripping the whole suspension plus the rear end from the car, and sending the car skidding a couple hundred meters down the road on its rear bumper. Two weeks later we returned to the country garage where we had the car towed to. With a load of spare parts plus sheet metal, Doug welded up the body. We assembled and mounted the rear suspension and drove the car home.

The second most notable rally was the Rallye de Neige run out of Montreal and in the Eastern Townships region of Quebec. It was noted as a tough endurance rally run from Friday evening to Sunday afternoon, with only meal and fuel stops. Notwithstanding the ice storm of this winter, the winter of 1966

saw record snowfalls throughout Quebec. We arrived in Montreal to a raging blizzard and had to pick our way around parked and abandoned vehicles to a downtown staging area in an old warehouse. A long discussion ensued to cancel the rally, but as it was a national event it was decided it was important to run it. Two things were in our favour. First, I had Dennis Quirk as navigator. Dennis had run several rallies in the Eastern Townships before and had all the topographical maps of the area. He also spoke French. Second, we drew an early number which soon put us at the head of the rally.

It was soon obvious we were in trouble with snowbanks half way up to the hydro poles and long tunnels with the snow blowing over the top of the car. Somehow we kept going, shovelling out intersections or with other ralliists pushing us through. Dennis said once we reached the wooded areas of the townships we would be OK, and he was partly right. We did have to break trail and push through heavy snow. At one point, we ended up in a farmer's barnyard hopelessly stuck. Soon other cars joined us. We thought we had missed a turn until someone noticed a snow filled trail across a field. With shovelling and pushing they got us across the field to find the trail, through a wooded area. We didn't even say thanks because once we got going in the woods we didn't dare stop! We found other roads blocked, but Dennis was able to find a way around them. Saturday the snow let up but the wind continued to blow. The wind packed the snow drifts hard, causing us to punch out our driving lights and smash out our dual headlights on the driver's side. We lost our outside odometer cable and we had trouble with snow in the engine compartment. The engine

would miss and sputter, but it never quit. Our near miss came at night. It was while rounding a blind corner that we were met by a barrage of blinding lights. We just stopped short, head to head with the biggest twin rotor snowblower I had ever seen. YIKES! I can still see those twin rotors in front of me!

By Sunday morning with no other rally cars to be seen and no controls to be found while out in the farming area of the townships, we encountered a long straight stretch of road completely drifted over. With no practical way around it, I got out and walked a long way up the drift. It had turned bitterly cold and was still blowing hard. The drift was rock hard. I drove the car part way up the drift, then backed down. I took a fair run at it again, but at the top there was a ridge. The back end dropped down and there we were, stuck. Almost out of gas, stuck, and dead tired, we were about to give up. Dennis looked down the road and, low and behold, saw a farmer out on his tractor. Dennis ran for all he was worth to catch him. It took some time as the farmer first returned to his farm to get all the rope and chain he could find so he wouldn't have to back too far up his side of the drift. While tying all the rope and chain together I froze my ear. Anyway, with just a little pull we were sitting on top of the drift again and then were able to drive down the other side. Dennis then had quite a conversation with the farmer in French, which resulted in us being allowed to siphon a couple of gallons of gas from the tractor for the car. We gave him a few dollars for his efforts, and we were off. The first main road we came to, we headed back to the finish. When all the bickering and protests were heard we settled for second place overall. We could have protested for first, but were

just too tired. And, we still had to drive home to North Bay.

The third rally was a complete disappointment and embarrassment to all, particularly as we had won our class in the TR4 the previous year. This was the Canadian Winter Rally, the biggest North American rally with international status. It was the year of the studs and we had 300 in each tire, plus a studded spare. Conditions were perfect for studs with hard packed and icy roads. We were off like a shot, barrelling down country roads with ice chips flying. It was like driving on rails. However, by Saturday morning (we started Friday evening), the frost heaves did us in and we lost our shocks. We could not change the shocks without losing valuable time; so, we continued to bounce our way into North Bay for the rally's overnight stop. We still were not supposed to work on the car, but we did change the shocks. Again, after a few hours Sunday morning, the shocks gave out one more time. We continued to bounce our way along, finally gouging out the whole inside of the rear fender wells, creating large gaps which opened into the interior of the car and filled the trunk with snow and ice. It was impossible to drive the car quickly and keep it on the road. At the finish, I drove the car up to Triumph Canada and said, "this time you fix the car", which they did.

Next time: the '66 and '67 Shell Rallies.

(Thanks Pat for yet another interesting article. Ed)

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 Day <i>President</i> 723-9876 (fax) 947-6476 Day.John@fin.gc.ca	Ed Kaye <i>Newsletter Editor</i> 692-1880 (fax) 722-3465 njkid@cyberus.ca	Vivien Kaye <i>Treasurer</i> 692-1880 (fax) 520-3739 vkaye@ocs.carleton.ca	Gord Robertson <i>Regalia</i> 226-5033 groberts@nrcan.gc.ca
Bob Thomas <i>Vice President</i> 267-4561	Paul MacDonald 226-2512 Steve Bourne 253-0739 <i>Events Coordinators</i>	Jeff Patterson <i>Membership</i> 839-2891	

Membership is open to all individuals and companies interested in Triumph sports cars.
Membership is \$10.00 per year (June/May) per household and \$60.00 per year, corporate.
Please send membership application to: 114 Delaney Dr., R.R. 2, Carp, ON K0A 1L0

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



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