



# VERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

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*December, 1999*



***Merry Christmas  
1999***

- ***Christmas Party update***
- ***Triumph TRX ?***
- ***Plus much more!!***

Send Newsletter submissions to: OVTC, c/o 8 Pentland Crescent, Kanata, Ontario K2K 1V5

[Ovtc@home.com](mailto:Ovtc@home.com)

Web Site: currently under construction

Cover: *Toys do come in all shapes and sizes*

**NOTICE! OVTC meetings have been moved from the 4<sup>th</sup> Monday to 4<sup>th</sup> Tuesday of each month.**

**Message from the President:(Mike Graham)**

Merry Christmas and Happy 2000

It is that time of year to look back over our accomplishments and to look forward to the coming year. We had a great summer for driving our cars and as a club we participated in, and organized, a number of very successful activities and events. Let's hope for more of the same next year.

In anticipation of the coming year, the new executive has talked of ways to make the club better serve your needs. We will be presenting our ideas and soliciting your input at an upcoming regular meeting. In the meantime, think about what you can contribute to the OVTC and come forward with your ideas. The more input we have the more responsive we can be.

This past weekend, we held our annual Christmas party at Le Scratch. I think everyone enjoyed themselves chatting about our cars, dreaming about new acquisitions, and having some friendly competition on the pool tables and dart boards.

Thanks to Vivien and Ed Kaye for making the arrangements and taking care of decorations and door prizes. Once again this year, there were some creative and imaginative gifts to be exchanged.

It was nice to see such a good turn out of members. I hope to see as many people at our first regular meeting in January.

Marjorie and I want to take this opportunity to wish one and all a very Merry Christmas and a Happy and Trouble Free Year of driving enjoyment from your Triumph(s) in the New Millennium.



"Then you line up the gearbox housing and .."



Is it just me or is Paul leaning, emulating the wedge?



A motley crew, differentiated only by Rolly's talking cow

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**November 23rd OVTC Meeting (Andrew Miller):**

25 people, a TR6, a TR4, some wedges an E-type (no – I'm not drooling – Ed.) looks like the cars are tucked away for the Winter.

Rob Bostelaar from the Wheels section of the Ottawa Citizen came out and gave his perspective as an auto-journalist and some of the background on the Wheels section. His talk was general information with a number of key points (I've written them in italics) – Ed.) Explaining the target audience the news/info/special interest mix the emphasis away from the traditional advertorial style to the journalistic editorial style. He also talked about the cars he has been fortunate to drive on the job – Chrysler, Lexus, Chevrolet, KIA, Nissan and a Porsche Boxster (*not as nice a car as the Triumphs*)

Rob had previously owned a 1969 MGB with the chrome bumper, his brother had an AH-3000

He claims he has the best job in the world. Rob pointed out what he calls the ethical conflict facing an auto-journalist. The Citizen has a policy of pay-your-own-way to maintain impartiality where the auto manufacturers pay travel, hotel, meals for auto-journalists attending new car launches. If however, you write a negative review you are not invited back but a positive review looks like a paid article.

Rob brought a long a few items for door prizes, clocks to John Neal, Peter L'Abbé and the Land Rover toolbag (ok, it did have an Ottawa Citizen logo on it but it was judged to be a Land Rover tool bag) to David Huddleson.

*Triumphs are the finest cars...*

High proportion of Special Interest Groups in Ottawa, *Boxster not as good as TR (yes, he said that twice – Ed.)*

Why have one rusty vehicle when you could have two? Amazingly enough, Rob made this sound like a question rather than a statement of fact?. Rob also gave out some numbers and statistics  
301,400 people read the Wheels section  
369,000 read Sports  
399,000 read Business  
460,000 read the local news

However, upon checking;

40% of intelligent readers owned Triumphs

82% of all statistics are made-up

12% believe Colonel Mustard did it with the lead pipe in the conservatory

11% of those surveyed buy Haynes manuals for the articles

Interestingly enough the split male/female on Wheels readership was 55% male, 45% female. Whereas the Citizen readership was 55% female. Lori Day pointed out that more women can read, other humorous comments were offered up by a new member described as

- bearded
- newer club member,
- resembles Red Green,
- is looking for a TR3,
- won a door prize,
- to date without a TR3
- feels persecuted by the newsletter editor.

Brian Mills pointed out that he has made each of the tools shown on the cover of the last issue. General comments were that 'everyone has a hammer' until Brian explained that he has made the tools on the left side of the picture.

Brian also described a 'leak down' tester that he built. A set of gauges, some plumbing connectors into a spark plug hole connected up to his compressor. Compression on the car was 60-140-140-140, the leakdown tester pointed out coolant leaks, gasket leaks and an exhaust whistle close to the key of C. After discussing the practical nature of the tool Brian described the side benefit

in the entertainment value of spraying stuff all over friends cars.

As a post-script, Brian compared his tool to the tool in the Snap-On catalogue which shows a comparable unit at \$400, Brian's costs \$40 – Pat pointed out that son Derek bought the Snap-On version which elicited a peanut gallery comment on how much Porsche mechanics must make.

The Triumph 23<sup>rd</sup> Psalm

== reprinted from the Model A Script = author Dean Kallander ==

The Triumph is my car  
I shall not want another  
It maketh me to lie down in oily places  
It spoileth my good cloths  
It leadeth me into deep mud holes for its name's sake  
It prepareth a breakdown for me in the presence of my enemies  
Yea, though I run through the valleys, I am towed up the hills  
I fear great evils while it is with me  
Its rods and engines discomfort me  
It anointeth my head with oil  
Surely to goodness if this thing followeth me all the days of my life  
I shall dwell in the house of the insane and forever.



Mike, Vivien and Little Elvis saying "Thank-you, Thank-you very much to all those who turned out



### Three Triumph prototypes from the 1950s and 1960s were to be auctioned on Monday.

(reprint from Electronic Telegraph at <http://www.telegraph.co.uk>)

RUMOUR has it that when Princess Margaret visited Stand 145 at the 1950 Motor Show, the Triumph Motor Company's keen team leapt to attention. They attempted to demonstrate the incredibly cunning power-operated hood of the brand new Roadster model to her; and it refused to work.

If so, it was a portent of things not to come. Still, on the stand the Roadster was seen as "beautiful engineering. . . a car of altogether outstanding performance in which there are (sic) a host of detail refinements which have never before been available in a British car of this price".

It was meant to sell for just over £1,200 (including tax), replacing the curiously endearing, retro-styled post-war Roadster as used later by Jersey detective Bergerac and the last UK production car to be sold with a dickey seat. The motoring press agreed that the sparkling new model "should find enthusiastic acceptance in both home and foreign markets".

As things turned out, it flopped and only two complete prototypes were built: in truth it was a nightmare of technical complexity, shortly abandoned in favour of the highly successful, simpler and more spartan range of TR sports cars.

Outside the dwindling band who remember the glory that was the Triumph Motor Company, the

extraordinary innovations and the spirited attempt to be a serious motor industry world player in the post-war era are long forgotten - if ever known at all. Perhaps even Triumph's eventual fate, of extinction after a period as badge-engineered Hondas, has also been erased from memory.

Back in 1950, however, that new Roadster must have seemed as modern as anything in the new atomic age. It may look like a cross between a flying pudding and gran's old vacuum cleaner today, but those bulbous curves and concealed headlights wowed them in the aisles of Earls Court. With a top speed of about 85mph and typical fuel consumption of 24mpg from the modified Vanguard engine, the performance was well up to the requirements of the time.

It would be quite something to own one today, no doubt giving endless fun to the home mechanic who likes to tinker. In addition to the electro-hydraulic hood system, which folded the soft-top away under a metal lid (when it worked), similar systems were used to power the three-person bench seat back and forth, and the side windows.

The headlamp shields swung downwards (slowly) thanks to electric motors - the poor battery and dynamo must have taken quite a beating at times, but at least the aerial was operated by vacuum power from the inlet manifold. The whole thing, styled by Triumph's Walter Belgrove (hence the "B" badge behind the front wheels) and built with a double-skinned light aluminium-alloy body, was one seriously bold project in its time.

A third, partially-built prototype is said to have been destroyed by fire at the factory but, thanks to the dedication of one man, the late John Ward who died recently, both the completed prototypes survive and they are to be sold by Brooks (Auctioneers) among other collectors' motor cars at London's Olympia on Monday. John Ward was an expert on interesting and unusual British cars and was for many years the curator of the Patrick Collection.

One of these Roadsters is offered as found by Ward in Macclesfield in 1969; effectively

complete but a derelict machine. Estimated at £4,000-£5,000, it is what the trade calls "a challenging project", but a worthwhile one nevertheless.

By 1954, this very car was already causing some confusion in the trade: it was advertised by George Boyle Sports Cars, of Mollington near Chester, as a "1950 model 2.0-litre Triumph Crusader, finished in metallic grey with red leather upholstery". The sum of £750 was asked for it, but where George got the Crusader tag from is anybody's guess: the car was codenamed TRX in the factory, but nicknamed "Bullet" or perhaps "Silver Bullet", before being launched officially as the "Roadster".

Ward intended to restore it one day but he already had the other TRX, which he put through a three-year rebuild in the Sixties after discovering it languishing in a Birmingham garage. This example, which he used to attend Triumph Club events regularly over the years, is in fundamentally excellent condition and could take to the road again with a bit of simple servicing: it is expected to fetch £12,000-£14,000.

If you like driving to pubs and talking for hours to an endless queue of mystified onlookers, this TRX would be hard to beat. And, if you feel brave enough, you could even demonstrate that cunning hood mechanism from time to time.

Another interesting Triumph prototype rescued by John Ward, the 1965 Fury sports car, will also be in the Brooks sale: this was strictly a one-off, Triumph's first monocoque sports car, but it was dropped in favour of the much easier task of adapting the existing Spitfire to create the successful GT6.

The lone Fury is also expected to fetch around £12,000-£14,000, quite a bargain for this superbly restored, unique and rather beautiful Michelotti-styled motor car. It seems a shame that the Fury never went into production; it has the appearance of a smoothly extended Spitfire, with pop-up headlamps. Something of the look of the Stag may be detected in its styling.

After some debate, the Fury was powered by an improved version of the straight-six engine used in some of Triumph's saloons of the period.

John Ward bought the Fury in 1969: it was totally refurbished by him in the early 1990s and has been properly preserved ever since. The ownership histories of all three of these rare cars is well documented.

**This month's roving reporter – from Australia, (Pat Onions)**

In Australia I visited their National Automotive Museum. It is located in the picturesque village of Birdwood, about 50 km from Adelaide, South Australia. It is supported by their National government, but of late has seen drastic cutbacks. The original building was an old mill but has grown to incorporate several large buildings, the old mill being converted to classrooms for automotive instruction. It had a wide range of vehicles from steam to a 1999 Holden cut longitudinally in half. In the time I had it was impossible to take in the many fine restorations they had. I did, however, take time to wander down to their restoration shops which were out of bounds. However, when a chap found out I was from Canada he invited me inside. He apologized as they were 'slow' at the time. They were finishing a rare 1960's Holden fastback that resembled a Plymouth Barracuda. They also had a 1930's Reo truck apart on the floor. I told him they had a fine collection with two notable exceptions, they being Porsche and Triumph. They did however have a Triumph Renown which I missed but he said he would love to get his hands on a TR2 in any condition. He was interested to know I had a TR4 but did not seem to know much of Triumph beyond the TR3A.

We also visited the Southward Automotive Museum, located near the town with the unpronounceable name of 'Paraparaumu' in the north island of New Zealand (most of the towns in New Zealand have Maori names). It was started by Mr & Mrs Southward with their own collection but is now administered by a private trust fund. The building is a large modern building located on beautiful grounds. Many of the cars are on loan from other private collections and consist of such cars as a 1912 Buick, 1907 Talbot, a Gullwing Mercedes and an unusual 3-

wheel Davis built in the U.S. in 1949. It also had Marlene Deitrich's massive Duesenberg, the gangster Bugsy Malone's Cadillac with bullet holes in the bulletproof glass and the one millionth Ford, which happens to be a Model A. There was also a Triumph Renown and Stag present.

I was unable to contact any Triumph Clubs while I was there. In Australia I saw only 1 Spitfire and 2 Stags on the road. In New Zealand I counted 3 Spitfires, 1 TR4A, 3 Stags, 1 1500, and (I counted them) 27 2000's. All of these cars were on the road. Two of the owners of the 2000's I saw found it strange that I would consider their cars 'vintage'. On the last day of my visit I met a retired gent with a very nice yellow 1977 Stag. This was his everyday car. He recounted that the Triumph Car Club and Triumph Owner's Club of Auckland were in disarray but were attempting to reorganize. His pride and joy, of course, was a 1960's Buick Special. Oh well!

Cheers,  
Pat Onions.

**Draft Calendar of events**

January	25 – meeting at clubhouse
February	22 – meeting at clubhouse
March	28 – meeting at clubhouse
April	25 – meeting at clubhouse
May	23 – meeting at clubhouse
June	25 – <b>Richmond Show</b> 27 – meeting at clubhouse
July	25 – meeting at clubhouse
August	22 – meeting at clubhouse
September	26 – meeting at clubhouse
October	24 – meeting at clubhouse
November	28 – meeting at clubhouse
December	Tba – meeting at clubhouse

**Web Sites**

<http://www.vtr.org>

home of the Vintage Triumph Register

We are experimenting with an OVTC web site. Comments to date indicate that there are no nice

(brown) TR6's, no wedges and no GT6s. But seriously folks, we would like to add more content to the site before we unveil it to the public. If you have digital photos please email them to [OVTC@home.com](mailto:OVTC@home.com), if you have conventional photos, please identify them and forward to Andrew Miller. I'll scan them and move them up to the web site.

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### Club Membership Updates

The last issue contained the 1999 membership list. Please review the list and forward any changes/additions etc. to David Huddleson. Telephone and emails are listed on the back page

### Email

John Day pioneered the use of emailing newsletters. (Thanks John !) If you would like to receive your newsletter via email (the photos are in colour !) please contact Andrew Miller.

### Web Site

We have a first attempt at a club web-site running. We'll post past newsletters (electronic versions) as well as a schedule of upcoming events.



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### Regalia

We are always looking for suggestions for new regalia items ... so if you have any ideas please let us know.

See Gord Robertson (the guy with the blue suit case ) at the monthly meetings.

ITEM	PRICE
Club licence plate frames	\$4
OVTC crest lapel pins	\$4
OVTC crest patches 3"	\$4
T-shirts – S&C auto show	\$5
T-shirt – 25 years of TR Register	\$20
Baseball hats – new style	\$8
Baseball hats – OVTC crest	\$8

members at the meeting were busy on Rob's yet unplanned re-fit day.

- Santa arrived a little early this year at The MacDonald home.



**Classified:**



"1953 long-door TR2, reg. 'OVC 276'. Ex- Mille Miglia, Alpine, Tulip, Liège-Rome-Liège Rally car. Personal transport of Ken Richardson. Seller will consider part exchange of good TR4/4A/5 with cash adjustment. Call Eddie 01462 815161 Bedfordshire, England". This was from the latest issue of the TR Register magazine. This was the car Kit rode with Richardson in on those rallies - maybe he'll want to buy it(?). I suspect with its history the car will get for around 20-25 UKP, or upwards of \$60,000 Cdn!

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**Next Month:**

- An update on the Mills' Millenium project.
- More 'Oil Drips'.

**Oil Drips – the OVTC Gossip Column:**

- Paul McDonald showed up with a SAAB rim (that fits MG) and a stowage cover at the last meeting. So we played the game of "guess the car to which this belongs" – Regis has nothing to worry about in terms of competition for his "Who wants to be a millionaire" show.
- A couple of comments were added to the ease of Transmission removal (Rob Christopher's TR6) reported in the last issue. Generally the comments were that re-fit is harder than removal and curiously, all

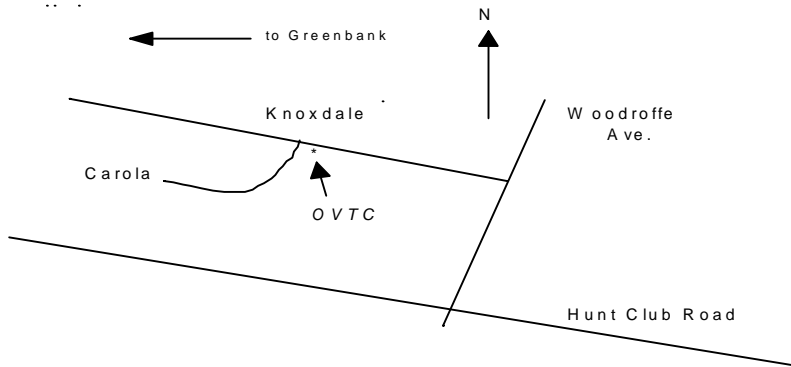
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The Ottawa Valley Triumph Club is comprised of approximately 65 members. The Club meets at 7:30p.m. on the fourth Tuesday of each month at the Manordale Community Centre, Knoxdale and Carola (see map). Meetings include technical seminars, video presentations, 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.



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 per year, corporate. **Please send membership application to: OVTC c/o 5053 Limebank Road, Gloucester, Ontario K1X 1E8**

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



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