

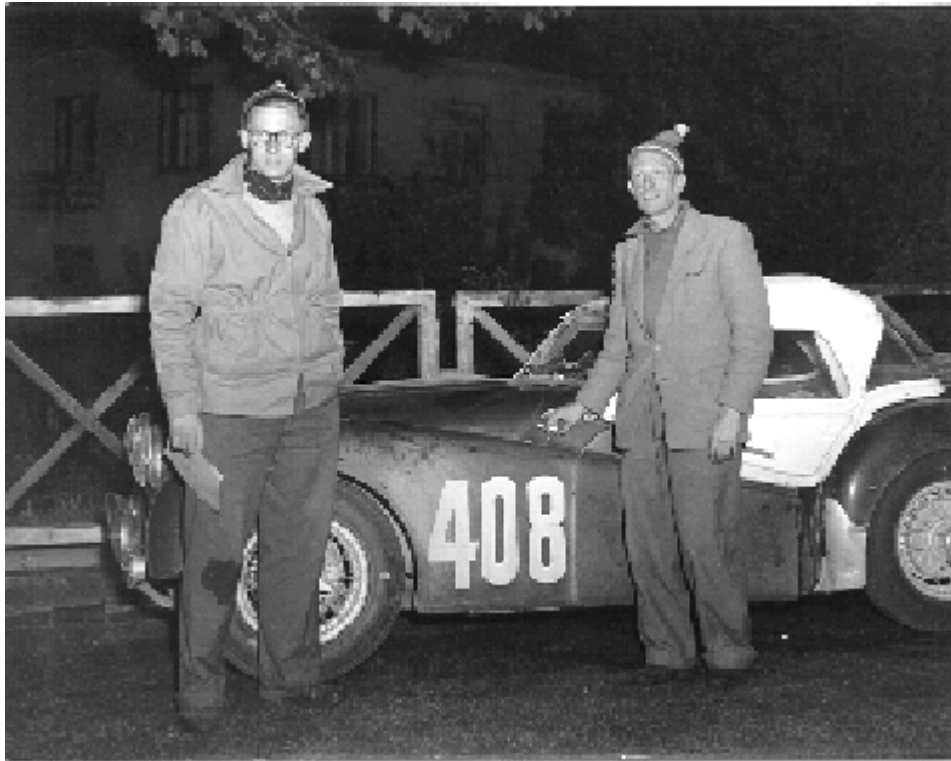


# OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

---

*April, 2000*



*Kit Heahcote and Ken Richardson –part of Team Triumph in the Liege-Rome-Liege Rally*

- ***Rallying around Europe***
- ***Car Names explained***
- ***Haynes Manual Reprints available!!!! TR2 &6***

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

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

Web Site: [www.geocities.com/ovtc\\_2000](http://www.geocities.com/ovtc_2000)

*Cover: our own Kit Heathcote rallying for Triumph during the Liege-Rome-Liege Rally 1954*

Message from the President:(Mike Graham)	2
Report from Last Meeting .....	2
Calendar of events .....	3
1955 Rally (Kit Heathcote) .....	3
Top 10 Reasons why Spring is not here yet (delayed).....	6
Manual Reprints .....	8
OVTC Annual Dart Tournament.....	9
Advertisements.....	11
Classified:.....	11
Contact .....	12

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

Well, I seem to have almost recovered from the shock of last weekends blizzard. I suppose Andrew Miller and I must take at least some blame for the sudden change. I took my six out for its first run of the year and a few minutes later Andrew arrived in his new E-type Jag. We were both way too overconfident out there in our shirt sleeves, enjoying the sun and our toys. Guess you had to know the weather was going to change ... but it was a nice dream while it lasted.

At our last regular meeting Kit Heathcote provided a most entertaining recollection of the Liege-Rome-Liege Rally and other sporting successes of our marque. Some early photographs that Kit had of Triumphs in action are now on our website. Thanks Kit for a most informative evening. It really impressed our two prospective members who were in attendance as well, they joined on the spot.. Welcome Gilles Laviolette and Ron Cooper, who are both from the Rockland area.

Thanks to John and Lori for their hard work with the darts tournament.

Everyone had a great time and most left with a prize as well. Thanks go to all of the sponsors

who supported us, and to Le Skratz for the food trays.

Marjorie and I were most gracious, stepping aside in both of our matches so that we could watch the real masters at work. You can enjoy the pictures and catch up on the results elsewhere in the newsletter.

Our next regular meeting is another chance to visit a specialty automotive shop. The meeting will be held at the garage of Al Stigter, who is located just outside Osgoode (see map elsewhere). Al specializes in complete auto restoration ... body work, complete interior restoration, and especially paint. It promises to be a most informative and interesting visit. See you there.

A reminder that the Byward market show is the June 4, and the registration deadline is the end of April. I had a call this week from the organizers noting that there were no OVTC entrants yet. If you plan to attend please register.

Don't forget that the Richmond is coming up in June. Now is the time to get involved. The club really needs your help. We will be looking for volunteers at the next meeting so please give us some of your time and ideas. Help is needed with many bits and pieces. It might entail a few phone calls, working for an hour at the gate, helping with publicity, or a range of other small tasks. It's always the same story, many hands make light work. So, please lend a hand.

See you in Osgoode on the 25th.

Cheers, Mike

**Report from Last Meeting**

The March meeting drew a crowd of 27 people. Two prospective members joined us for Kit's talk on rallying Triumphs in the 1950's

Gilles with a Spitfire 1500 and Ron with a MkIII. *(they both signed up immediately after the*

meeting!) Gord Robertson showed us some new regalia items, window decals were a hit, the mugs were not so well received and the crested jacket drew a fair bit of interest. Stay tuned for more information.

Mike informed us that our meeting location will be going through a complete frame-up restoration. That is, it will be demolished and a new building is to be built. So we will be homeless until the fall. Mike threw out a couple of suggestions for summer meeting locations, fun runs with limited feedback from the crowd.

After the usual, Mike introduced Kit Heathcote. Newer members will know Kit as the white-haired, slim, almost shy Englishman. Others know him as a championship Rally Driver for Triumph in the 1950's.

**Calendar of events**

April	25 – meeting at Al Stigter
May	23 – meeting at clubhouse
June	25 – <i>Richmond Show</i> 27 – meeting at clubhouse
July	25 – meeting at ???
August	22 – meeting at ???
September	26 – meeting at ???
October	24 – meeting at clubhouse
November	28 – meeting at clubhouse
December	TBA – Christmas Party

**1955 Rally (Kit Heathcote)**

Kit joined the Standard Motor Car company in 1947. At the time Triumph was known for its' Renown and the Roadster. Kit started in the Technical Office doing various things including; stress tests, gear & spring design, checking out the Drivers Handbook, patents, performance forecasting (here are some early designs and some drawings– how fast will she go?)

Kit had developed an interest in Motorsports and in 1953 he watched the Monte Carlo Rally and the LeMans race. In 1954 Triumph decided to get involved a competition section under Ken Richardson was started. In 1954 the team did

moderately well. Over a 3 year period they entered a half-dozen races per year. In 1957 Kit emigrated to Canada and the Rally story ends. Kit says that his colleagues never believed that over 40 years later there would be the interest in these cars he sees today.

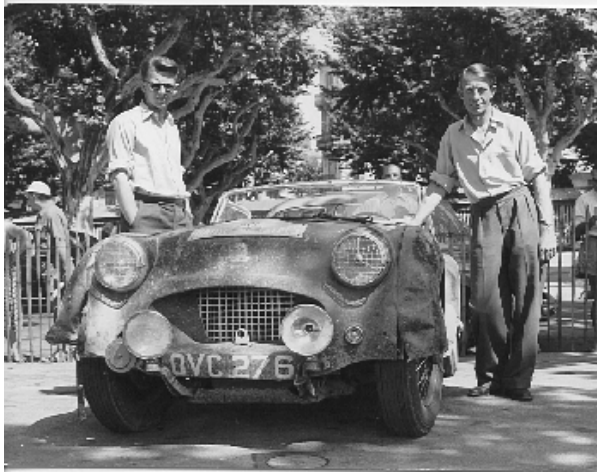
Kit went on to talk about the 55 Monte Carlo, RAC rallies in the UK, the Tulip rally in the Netherlands and the 24 hour race.

There had been a bad accident during the 24 hour race and the July Lemans had been cancelled as had all motorsports in France. Kit talked about the Liege-Rome-Liege rally as well as the



Midnight Sun rally in Sweden.

As a visual Aid Kit had brought along a map of Europe, to explain the routes and that rallies never traveled straight lines. No repairs were allowed outside those that were commercially available to the average motorist – so if you tire blew at 6:30 and the garage closed at 6:00 then you waited until the following morning. These rallies did not have manufacturers' trucks (lorries) full of spares following the cars. Similarly, gas was only available at service stations during service station hours.



The car that Kit favoured was really a TR2. Of course being a Triumph factory car it had been modified and was actually up to TR3 specs before the name was applied. *(Peter – maybe what you need is a modified TR2?-Ed.)*

The Liege Rome-Liege rally was planned for a 96 hour schedule with 65 checkpoints – no time to eat and no time to....I don't recall how Kit said it delicately but I'm sure he meant no time to pee.

In Aug 1955 they took 2 cars and spent 10 days on reconnaissance along the Liege-Munich-



Innsbruck areas.

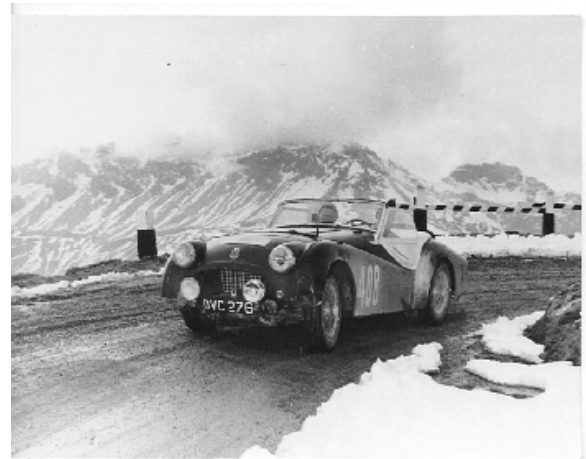
The rally started on Tuesday, Monday was what was called a Parc Fermé where the cars were sequestered under police protection and were not to be worked on.

The cars left the parc fermé under police escort (150 cars) through the town of Spa which was 20-30 miles outside Liege.

The rally started with 3 cars leaving every 3 minutes vs. the standard 1 car and at 1 minute intervals.



Cars at that time were mostly private entries with Team Triumph being one of the few factory teams. The first problem was a diversion where the cars could average only 60 km/hr. They had to do everything to stay within the time/distance checkpoints.



At border crossings, some were sticky, some required documents to be displayed on the hood and were stamped as the cars drove by at low speed.

Coming up to a nightly checkpoint they encountered a flat. The mileage told them they were close, the time was less than a minute. Kit convinced Ken to keep driving – they made it.

At one particular stop in France, Kit went in search of service. The only service was an assembly line process – somehow in broken English & French the owner and Kit negotiated the removal of several cars from the line while Kit jumped line and had an oil change and service. Ken was going spare with worry as Kit had left for a quick oil change but the entire episode was measured in hours not minutes.

The rally kept to a gruelling pace. The system that Kit and Ken put together called for 3-hour sleep while the other drove alternating every three hours.

It was only later that Kit found out that Ken had let him sleep at one stage for only ten minutes before switching drivers again.

Coming to the end of the rally, newspapers were distributed telling of the final results of the rally – Team Triumph won the team title and Kit&Ken came in 5<sup>th</sup> overall.



All in all, Kit kept us mesmerized for the evening. At times I felt myself drawn in by his words (unfortunately, so drawn in that I didn't commit all to paper)

All I can say is, corner Kit sometime and ask him about the DKW or the 2CV or the complete power failure on the dark. Or perhaps the dents in OVC 276? Which ones were his? Which ones Ken's?

### Regalia

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

## **Top 10 Reasons why Spring is not here yet (delayed)**

Mike Graham

Andrew Miller angered the weather gods by:

1. Putting the summer tires back on his MX6
2. Taking the TR6 out of storage (and driving it for two days)
3. Buying his son a new bike
4. Doing the oil change on the snowblower, inflating the tires, and generally preparing it for a summer nap
5. Lawn service folks came by and sprayed the lawn
6. Andrew re-opened the "should we put a pool in?" discussion
7. He broke the sole on his duck shoes, and didn't immediately replace them
8. Maureen swapped the Christmas wreath on the front door for a springtime/Easter motif

And to make it ten:

9. Mike removed the snowblower from his tractor, and to top it all off
10. Unpacked his boat from winter storage and took it in for repairs!

## **CAR NAMES EXPLAINED**

**AUDI:**

Always Unsafe Designs Implemented  
Another Uninformed Driver Insulted  
All Unnecessary Devices Installed \*1.

**BMW:**

Big Money Works  
Bought My Wife  
Brutal Money Waster  
Bimbette Motor Weapon  
Break My Window  
Big Man Wannabe  
Big Money Wasted  
Broken Money Waster

**BUICK:**

Big Ugly Indestructible Car Killer  
Big Ugly Import Car Killer

**CADILLAC:**

Crazy And Demented Idiots Like Large

American Cars

**CHEVROLET:**

Can Hear Every Valve Rap On Long Extended Trips

Cheap, Hardly Efficient, Virtually Runs On Luck Every Time

Car Has Extensive Valve Rattle On Long Extended Trips

**CHRYSLER:**

Can't Have Refund, You're Stuck Leasing Edsel's Replacement \*2.

**DODGE:**

Drips Oil, Drops Grease Everywhere

**FIAT:**

Failure in Italian Automotive Technology  
Fix It All the Time

Fix it again, Tony!

Fix it again tomorrow

Feeble Italian Attempt at Transportation

**FORD:**

Frigin Old Rebuilt Dodge

First On Recall Day

First On Rust and Deterioration

Fix Or Repair Daily

Found On Road, Dead

Fault Of Research and Development

Fast Only Rolling Downhill

Features O.J. and Ron's DNA

Found On Russian Dump

Fraternal Order of Restored DeSoto's

Ford backwards: Drivers returning on foot.

**GEO:**

Good Engineering Overlooked

**GM:**

General Maintenance

Great Mistake

Garage Me

**GMC:**

Garage Man's Companion

Got A Mechanic Coming?

Generally Mediocre Cars

Got More Crap

**HONDA:**

Had One Never Did Again

**HYUNDAI:**

Hope You Understand Nothing's Driveable And Inexpensive...

**JEEP:**

Junk Engineered, Executed Poorly

**KIA:**

Kick It Again

LINCOLN:

Lousy Implementation, Not Cars Of Luxurious Nature

MAZDA:

Most Always Zipping Dangerously Along Made After Zero Design Analysis \*3.

MERCEDES:

Many Expensive Repairs Can Eventually Discourage Extra Sales \*4.

MOPAR:

Most Often Passed At Races

Mostly Old Parts And Rust

Mostly Old Paint And Rust

OLDSMOBILE:

Old Ladies Driving Slowly Make Others Behind Infuriatingly

Late Everywhere

Overpriced, Leisurly Driven Sedan Made Of Buick's Irregular

Leftover Equipment

Old Ladies Drive Slow-Mostly Over Bridges Into Lake Erie

PLYMOUTH:

Police Laugh, Young Men Ogle, All Underestimating This Heap

PONTIAC:

Poor Old Nick Thinks It's A Cadillac

PORSCHE:

Proof Only Rich Suckers Can Have Everything

SAAB:

Send Another Automobile Back

Swedish Automobiles Always Breakdown.

Sad Attempt At Beauty

SATURN:

Sad Attempt To Unload Recycled Nissans

STEALTH:

Speed Trap Equipment Aims Low, Targets Hood

SUBARU:

Screwed Up Beyond All Repair Usually

TOYOTA:

Too Often Yankees Overprice This Auto

TRIUMPH:

The Risk In Useless Machinery Pays Heavily

VOLVO:

Very Odd Looking Vehicular Object

VW:

Virtually Worthless

YUGO:

Yearly undergoes garage operations

You'll utter "greatly overpriced"

TRIUMPH

Terrific Restored, Improved, Unique Motorcars -  
- Performance Handling

Trancend Routine, Innocuous, Utilitarian Purveyances Here

Transportation Rationalizers Underestimate Perceived Hearaldry

The Rickety Imp Undulates My Pretty Hiney Tractor Racing Incurs, Unfortunately, Major Parts Headaches

The Retroactive Interest Underscores (John MacCartney's Prideful Heritage

True Realization Implies Unlimited Miles Per Hour

This Roadster Involves Ultimate Maniacal Personal Happiness

This Really Is Undermining My Pension's Health

This Roadster is Undermining My Personal Happiness

This Roadster is Undermining My Personal Health

Terrific Recreation In Underappreciated Motoring Performance Heritage

SPITFIRE

Serious Pride In Transportation For Income Restricted Enthusiasts

Smart People Insist This F\*&\$er Is Really Exciting

-

Michael Graham



## Oil Drips – the OVTC Gossip Column:

*Some people have their priorities set.*



- *This is the reason that Winter just wouldn't quit!*
- **<shameless commercial plug>**
- **Multi Function Pocket Tool**  
Stainless steel. 14 tools in 1. With carrying case. 75-6000-6 Canadian Tire has the pocket multi-tool on sale again. I was lucky enough to receive one at the Christmas Gift Exchange and can attest to its' usefulness. Regular \$10, now \$3.98



- *As many of you know, John Day suffers from acute partscaritis and has waged a brave battle against this serious ailment for years. Recently John has been heard to be considering purchasing a TR3 body shell to*

*'use' some of his collected parts. Is this a sign of a cure? Or is it a further progression of this highly contagious disease? Or is it a way around 'you're not buying another car dear!'*



- *Remember – if you are considering adding a vehicle to your personal fleet. Please bring it up at a meeting – collectively we can generate any number of rational sounding reasons that you should purchase extra vehicles, parts etc.*
- *The E-Type pictures above are shots of my new addition to the fleet – and to think I almost added a Fiat Spyder project car instead of this car last year!*

## Manual Reprints

John Day recently contacted the Haynes Manuals folks and learned of "Classic Reprint" of **Manuals for both the TR2** (Book No 0028) **and TR6** (Book No 0031), aimed at owners and enthusiasts alike.

Each classic reprint has a retail price of £25.00. There would be an additional charge of £5.00 per book to cover postage and packing. However, there is no postage and packing if mailed to an address in the UK.

Club discounts are calculated on volume. If interested, please contact John Day ASAP.



## OVTC Annual Dart Tournament

Once again the OVTC played hosts to the best dart players offered by the other British Clubs in the region, as well as the VW Club, the latter marking their third appearance in the pursuit of dart glory. The scene of all the action was the 'Le Skratch' club in the Merivale Mall. After yours truly explained the essential rules of the game, team codes were assigned and the tourney was underway.

The afternoon wore on, and despite a higher number of OVTC teams than in past years, other marques continued to hang tough. Nonetheless, when the dust settled, the eventual overall winners were Triumph, in the guise of brothers Terry and Chris Onions (Pat's sons) and Chris' girlfriend, who travelled all the way down from North Bay. Of course, when you are as good at darts as the Onions family (Pat & Chris won last year



also), you know it's likely not in vain. Their victory means that for the full eight years that the tournament has existed, an OVTC team has won. A few more decades of this, and we can challenge the America's Cup for the longest winning streak! The Triumphs were also victorious in that both the men's and women's high scores were OVTC: Chris Onions with a 135 and Jane Benco with a 105! Jane is versatile in her scoring however, as she also captured the 'Weenie Award' for under 10 points in 3 darts!

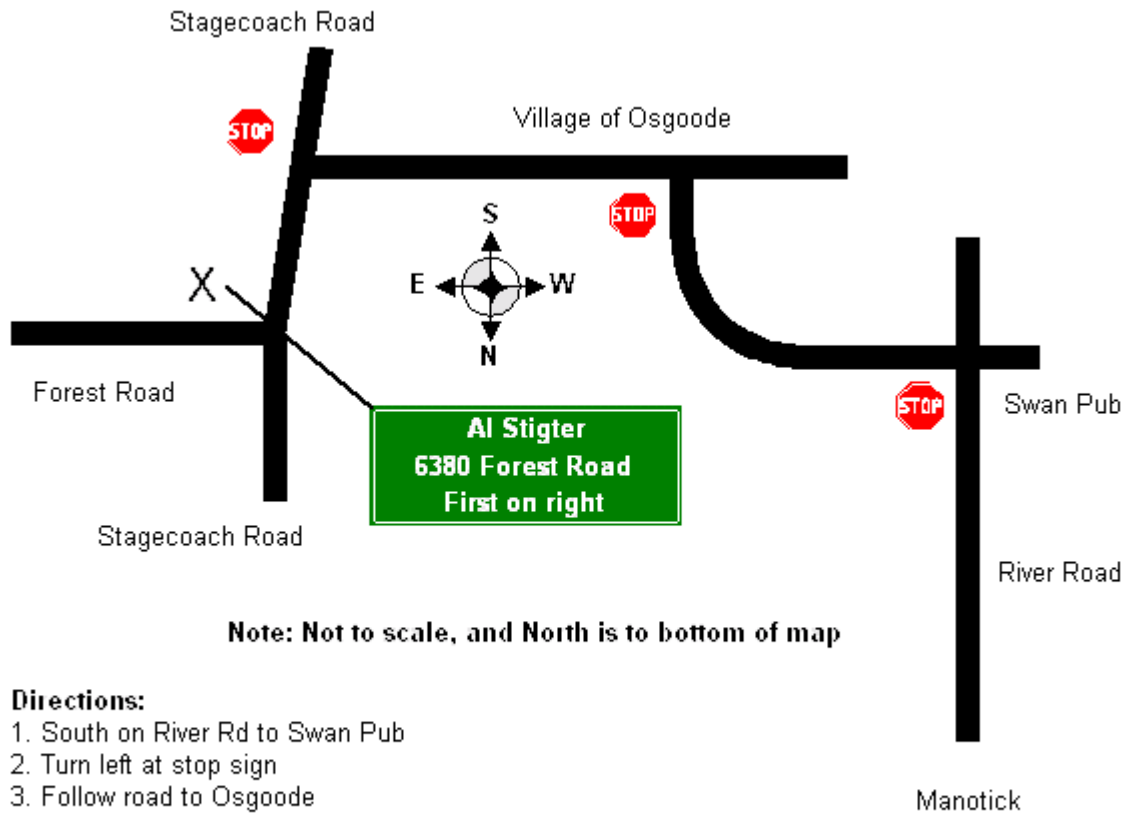
Well enough about the darts, on to the really important stuff - the prizes! There was plenty of excellent support from vendors both near and far this year. The list of Vendors who graciously supplied gifts are as follows:

- Miniman
- Moss Motors, Ltd
- The Roadster Factory
- Victoria British
- Obsolete Automotive (Sarnia)
- Rogers Communications
- Rimmer Brothers (UK) Ltd

You may notice that Rimmer Brothers is a new sponsor to our event this year. I found a contact through the Internet, and they were gracious enough to send along £50 in gift vouchers!



Virtually everybody who competed got a door prize of some form or another. Our hosts, Le Skratch, also provided us with a complimentary tray of assorted finger foods (to the organizer's surprise!). In the end, much food & drink were consumed, some fine darts were thrown. "A good time was had by all!"



**Note: Not to scale, and North is to bottom of map**

**Directions:**

1. South on River Rd to Swan Pub
2. Turn left at stop sign
3. Follow road to Osgoode
4. Turn left at stop sign
5. Take road through middle of Osgoode all the way to Stagecoach Road
6. Turn left on Stagecoach Road
7. Turn right onto Forest Road (number 6380)

Advertisements

# Bytown British

1003 Cummings Avenue  
Ottawa K1J 7S2  
(613) 744-4900





**Ned Loughrey** *We'll keep your sports car on the road!*

156 DUNCAN MILL ROAD, STE. 6  
DON MILLS, ONTARIO  
M3B 3N2


BUS (416) 447-9191  
FAX (416) 447-4484  
1-800-481-4090

**R.A. (TONY) LANT**  
PRESIDENT

*Lant & Co.*  
*Insurance Brokers Ltd.*

SILVER WHEEL PLAN



**Century Details**

**Specializing in Masonry**

- Applying traditional materials and techniques to restorations
- Colour matching to existing masonry with coloured mortars and aging techniques
- Full fireplace systems, facades and mantels
- Chimney Restoration

**Steve Bourne**  
253-0739 or 253-9149



www.BritishCar.com

**The American Magazine for Triumph Enthusiasts Who Love English Cars**

- Technical Information
- Classic Profiles
- Historical Articles
- Restoration Advice
- Buyers' Guides
- Club Events
- Photo Features



To Subscribe: Call  
**1-800-520-8292\***

PO Box 1683  
Los Altos, Ca 94023  
FAX 1-650-949-9685

\*Canada 1-650-949-9680

Mention this ad and get one extra issue free  
1 year (6 issues) \$22.95 2 years \$39.95  
Canada \$26.00/\$46.00 O'Seas \$35/\$65 U.S. Dollars only  
Our Guarantee: If you're ever not satisfied, cancel and we'll refund the cost of all unmailed issues.





Quality Sportscar Parts And Accessories

TOLL FREE **1-888-485-2277**  
Fax (416) 410-6479

E-Mail: FRED.BAS@sympatico.ca

Authorized Distributor For:  
TRF MOSS Victoria British & Panasport  
3354 Dwiggin Ave. Mississauga, Ontario Canada L4T 3J2

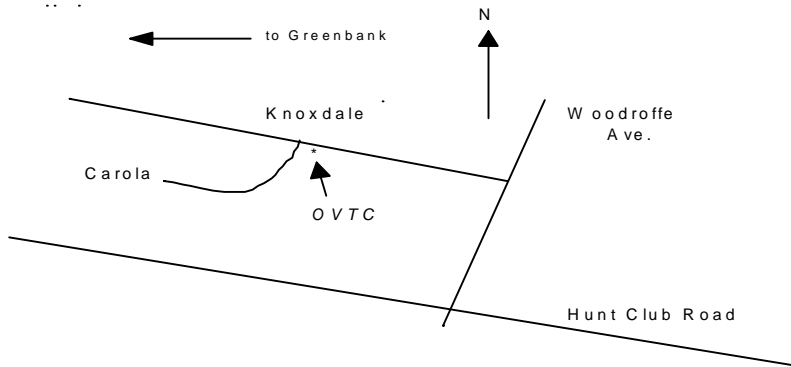


**Classified:**

1979 TR7 Convertible, new exhaust and brakes, body in excellent condition \$4900 obo. Contact Bob Phung at 851-6139 or 247-8879

1974 TR6 running, rolling restoration project, \$2000 obo call Terry Onions at 705-752-2390 (North Bay)

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)*

### Contact



**OTTAWA VALLEY TRIUMPH CLUB**

**8 Pentland Crescent**

**Kanata, Ontario**

**K2K 1V5**

Post	Name	Phone	Email
President	Mike Graham	258-2901	mgraham@achilles.net
Past President	Vivien Kaye	692-1880	<a href="mailto:vkaye@rci.rogers.com">vkaye@rci.rogers.com</a>
VP	John Day	722-9876	Day.john@fin.gc.ca
Editor	Andrew Miller	591-3409	<a href="mailto:Andrewbmiller@home.com">Andrewbmiller@home.com</a> OVTC@home.com
Social	Ed Kaye	692-1880	<a href="mailto:njkid@cyberus.ca">njkid@cyberus.ca</a>
	Bob Thomas	926-0842	none
Regalia	Gord Robertson	226-5033	groberts@nrcan.gc.ca
Membership	David Huddleson	822-1315	dhuddleson@sympatico.ca

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

Email to [OVTC@home.com](mailto:OVTC@home.com)

Web Site: [http://www.geocities.com/ovtc\\_2000](http://www.geocities.com/ovtc_2000)