



# OVERDRIVE

*The Newsletter of the Ottawa Valley Triumph Club*

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*September 2001*



*A Spitfire surrounded by five TR6s at Ken and Roni Shillito's.*

## ***Busy Summer Continues***

Looking back over the last few weeks, we have had a busy time. Ken and Roni Shillito welcomed us to their beautiful home on the banks of the St. Lawrence at Ingleside in mid-August. We had a great day and really enjoyed the hospitality. It almost turned out to be a TR6 exclusive event, but Roly and his Spitfire added some variety to the day. Our lineup of cars was pretty impressive and could be seen from the highway. In fact, one non-member of the club Laird Weagant from Brockville saw us over the Bay and drove in to pay a visit in his 76 TR6. Thanks to the Shillitos for their warm welcome and the fabulous BBQ.

This past month we also had a joint meeting with the Underground Miata Network. Thanks to Dell Smith and his fellow Miata enthusiasts for the invitation. Sorry that Marjorie and I couldn't attend, but all reports confirm that it was a fun evening for all involved. At about the same time, we were also invited by Edward Burman to attend the "Moggies at the Farm" and once again I understand that this was a fun event.

Our return to the new and improved clubhouse was marked by a presentation by Brian Mills on brakes and suspension, and as usual, Brian put on a very thorough and informative talk. As well, Steve Bourne talked of his accident and his dealings with his insurance company to give us some tips and words of caution. Good to see that Steve is OK, but unfortunately his GT6 did not fare quite as well. At the meeting we also discussed some of the electronic "delivery problems" we are having with the newsletter. We are doing our best to solve the problems and appreciate your patience. However, please let us know if you are having problems or know of any members who are not receiving the newsletter.

Our next meeting on 25 September will be a joint one with the MG club and will feature a presentation by Pat Dolla of POR 15. Pat is coming down from Montreal to talk to us about his line of products. Thanks to Louis

Boucher for making the arrangements. This meeting will also be the one where the next executive is elected. We are getting close to having a full slate of officers for next year. Please help out by standing for office if you are approached to help ... in fact even if we don't contact you, don't be shy — come forward and volunteer.

This past weekend David and Lynda Huddleson and Marjorie and I visited Stowe. What a great weekend weather-wise and there was a very good turnout of cars at a great venue. A nice celebration of British cars. Too bad this is the same weekend as the Bronte show, but that must have been a very good show given the glorious weather. David's TR7 and my TR6 both behaved performed just like good Triumphs should ... they both ran great all the way there and back.

Finally, I would like to say a word of thanks to all of the members who have served the club's Executive for the past 2 years. Without your commitment the club would not function. My work has been very easy because of your effort and assistance. The OVTC continues to be active and vibrant because of your joint efforts. Thank you all very much.

See you on the 25th.

Mike Graham  
(soon to be Past-President)

### ***Photo Gallery of Recent Events***



***Ken Shillito at the BBQ***



***Brian Mills obviously enjoys talking about brakes.***

### ***Brian Mills and Louis Boucher — World Famous Authors***

If you get a chance, check out the two most recent issues of *TRAction*. The sandblast articles originally published in the June issue of *Overdrive* are featured in the technical section of this glossy magazine published by the Triumph Register in the UK.

### ***New Book About Triumphs***

A new book on TR6 restoration is just out: *How to Restore Triumph TR5/250 & TR6* by Roger Williams. This 192 page paperback includes over 450 photographs and illustrations. More information at: [sixpack@6-pack.org](mailto:sixpack@6-pack.org)

## *How I Spent My Summer Vacation, Eddie Kaye*

As an avid car nut, European Imports primarily, I am drawn to go to many car shows and events, unfortunately for me, my employment is restrictive to going to many, if not all summer events. Therefore, I have to plan far in advance to fit in the one event during the season that I just have to go to. It fills all my interests. This is The Vintage Grand Prix at Watkins Glen, which was held 7– 9 September in New York State.

I would like to share with you why this event to me, is THE event of the year. First and foremost it is the people (you thought I'd say cars, I'll bet), we have a real good attendance by the Club, and each member tends to share this event with a friend(s). So, come campfire time, or dinner time there is always a good group of people around to share the days events with as well as meet new people or renew friendships made in previous years. Walking around the events there are always people you know that you bump into.



Speaking of events, they are numerous. There is a concours show for sports cars, there are driving events including group tours of approximately 150 cars of the countryside. There is a gymkhana of numerous sports cars. There is a special show-car section in front of the courthouse, this year featuring Cunningham cars. The streets are closed in Watkins Glen and race cars from the track drive in and line Main Street, you are able to wander up and down with your beverage of choice and view up close the various cars. They range from open wheelers to Ferraris to TRs. The drivers are there as well to discuss

with you their cars. I had a nice conversation with Bobby Rahal about his Porsche 908 that he brought as one of the cars he was going to race that weekend. Up and down each crossroads the streets are lined with every imaginable sports car from every era in every kind of state of restoration, or not. It is without a doubt a very entertaining town, and this is only Friday! Want to get away from the exhaust and noise, hop in your sports car and tour around the country roads which wind in and around numerous vineyards. Camping in the state park amongst the tall pines is indeed a surreal time. We wake up to the sounds of race cars at the track (or some of us, to Bob washing and shining his TR6). The day is before us with lots of anticipation of events at the track. Saturday is generally qualifying for Sundays races, but man these guys really let it all hang out. Whether they are GT40s, Nascars, or MGTs they all are there to win. The classes of cars go on and on, truly an amazing sight to see.



The pits are open to everybody, you can walk up and get real personal, some will even let you sit in their race car. The support vehicles and campers provide a spectacle in their own right. There is also an antique car show where hundreds of sports cars are parked. During the lunch break we are escorted around the track by pace cars, getting up to pretty good speed at some points! The day ends with the traditional get-together for dinner and then follow Bob in his six around the old track.

Sunday it starts again, this time get to the track early so not to miss any of the racing. You don't want to miss the F-1 cars or the Can-Am cars from the 70s, or the 40 or so Triumphs, MGs, Porsches, Lotus, and others ... It is racing all day. Some how we have been very fortunate with the weather every time there, this year it was mid-90s, how great is that?



So in closing, If you, as we do, want to do it all in one weekend, it is all there at The Vintage Grand Prix at Watkins Glen every September.

### ***Miatas and Triumphs Mingle, John Day***

Last month, some OVTC members attended the monthly meeting of the Miata Club (otherwise known as the “Underground Maita Network.” We were invited to describe our activities and emphasis as a club, and we thought this would be a goodwill gesture to attend with a good cross-section of cars. OVTC-ers included John Day (TR6), Jeff Patterson (TR8), Roly Mailloux (Spitfire), and Gord Robertson (E-type). We met a group of the Miatas at the Aviation Museum. We were delayed slightly when Jeff noticed a coolant leak from his TR8. We saved face by mentioning that it was a Rover engine, not a Triumph one, that had this problem! Once we determined the leak was not a major one, we continued over to the Champlain Bridge where we met a further group of Miatas. We then convoyed to the Aylmer Marina for beers and talk on their patio.

I spoke about our club’s interest and focus; about our technical discussions, guest speakers, vendors and such; about the members who were involved in full restorations at the present, and about events such as Watkins Glen, Stowe, Bronte Creek, and Kingston, that we attend in small groups. I also brought along some of my books on Triumphs to pass around. Their club was appreciative and thanked us all for coming. There was the usual amount of recalling past relatives, neighbours, and friends who owned TRs, MGs, and such.

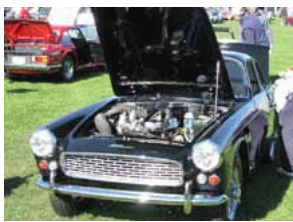
The Miata Club doesn’t worry too much about the maintenance aspect of owning their cars (lucky devils!), so they concentrate on organizing runs and other events for their members. One surprise I got was bumping into former OVTC member David Snasdell-Taylor, who after selling his red TR3A (to current member Syd Woznica) and buying a 1975 Corvette, has since sold the Vette in favour of a blue 1993 Miata. If you think that’s a range of cars, consider that several years ago David owned a Porsche 356!

All in all, it was a pleasant experience to meet with car enthusiasts of a different sort. A good time was had by all!

### ***Report on Stowe, David Huddleson***

Mike Graham and I returned from a beautiful weekend in Stowe, however without any trophies. We had some delays on returning to Canada with our Customs going through every vehicle! Going down was very easy!

Lynda wanted top-down driving, and therefore I ended up taking the TR7. Such a nice cruising car for puttering along Hwy 37 and 11 in NY State and such. I just calculated fuel economy, and since I still understand MPGs, I calculated back to miles per imperial gallon, and the TR7 was returning just over 35 MPGs. Pretty good I think! The attendance this year seemed down, but it is true that the organisers “stuck to there guns” on their new Pre-Registered Vehicles Only policy. If you did not pre-register, or at latest register on Friday, you did NOT get on the field! There must have been over 40 British cars in the general parking lot, so they basically had their own private show!



TR7/TR8 class had 6 cars total, and early TR6 (with Mike) had 8 I think (?). Land Rovers were down significantly, with maybe 18–20, rather than the 50 or so of the last few years. Also in attendance were a very nice Italia 2000 and a Swallow Doretti (both part of a collection of five pristine jet black Triumphs that also included a TR2, TR3A, and a TR4 that arrived by way of a car transport truck — quite a contrast to the 1927 Bentley that was driven 400 miles to the show!).

Also at Stowe, the Montreal Triumph Club announced that they had created a special award in honour of Dave Geller. Dave passed away suddenly on 21 June. I knew him quite well from my early days of Triumph ownership in Montreal, and continued to know him through all the years since. Dave was a pillar of the

Montreal Triumph Club, and attended car shows far and wide. He seemed to never miss our Richmond show, and I also found him at Carlisle and even the Roadster Factory. Dave quit his “normal” job at least 10 years ago to go into full-time work servicing and repairing British cars. He drove an old Triumph TR3 that NEVER EVER was close to show-quality, but it always ran. He didn’t bother with making it pretty, the customers and their cars were more important. The award was restricted to Triumph automobiles, and was presented to the car that best epitomized Dave’s “runner” philosophy. It was the announcement of this special award that was my first knowledge of Dave’s sudden passing, and it was a great shock to me.

Otherwise, we had a nice weekend, with good driving weather both ways!

### ***Report on Bronte Creek, Paul MacDonald***

Well, we made it to Bronte, just had to... were busy on Saturday, so that ruled out Stowe, but we didn't want to wimp out on the last big show of the season. So, we (Kathy and I ) dragged ourselves out at 5:00 AM Sunday and drove down ... in the Ford ... better than nothing. Bronte is always worth while. It never rains, there are always too many cars, and in recent years there are a lot of vendors. This year was no exception.

It felt kind of weird attending a big (happy) event after watching a week of horror on the TV. At noon there was an announcement about the World Trade Centre with a bagpiper playing Amazing Grace. There was three minutes of silence, very moving to see the thousands of people on that big field motionless and silent. Three minutes felt like a long time for an event that size ... Nice.



OVTC had a good showing of the club members (not everyone took the Ford) — Stephane and Roly were there with the Spits covered, and Paul Williams and Jeff Patterson more than covered the Wedges. Jeff got first place and Paul got second at the end of the day.

Interesting cars on display included a TR8 automatic, a 350 Chev TR7

(nicely done), a 460 cubic inch Mayflower with slicks, as well as a TR8 coupe that was for sale ... and yes David I did get the VIN on the coupe!

It makes for a long day but we left Bronte late in the afternoon and got home at 10:00 that night. All in all, if you have never gone to this show you should put it on your calendar for next year. Just what is needed before the end of the season ... an overdose of British cars.

### ***128 MPG in a Spitfire?***

A diesel-powered sports car (Centurion) based on a Spitfire frame that gets up to 128 MPG. Check it out at: <http://www.rqriley.com/cent.html>

### ***Next Regular Meeting***

Pat Dolla of POR 15 will be the guest speaker at the next meeting on 25 September. This is a joint meeting with the MG club so please come out to make a good display of both Triumphs and MGs. It is also election night for the new executive.

We might also have a special Triumph is attendance ... Louis may have his much-photographed TR3 restoration project on hand as a special guest if he can arrange to borrow a trailer.

## ***October Meeting***

Louis Boucher has invited all club members to join his for a fun run in the Gatineau Hills on 14 October. **(Please note that this event will replace our regular October meeting)**. The run will be followed by a visit to chez Boucher to see the progress Louis is making on the restoration of his TR3. More word on the details of this event at the regular September meeting.

## ***December Meeting — Early Notice***

We are planning our Christmas party for 9 December this year. Details to follow, but please mark this date on your calendar. It is always lots of fun.

## ***Tool Definitions***

**Hammer** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive car parts not far from the object we are trying to hit.

**Mechanic's Knife** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing convertible tops or tonneau covers.

**Electric Hand Drill** Normally used for spinning steel pop rivets in their holes until you die of old age, but it also works great for drilling roll-bar mounting holes in the floor of a sports car just above the brake line that goes to the rear axle.

**Hacksaw** One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

**Vise-grips** Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**Whitworth Sockets** Once used for working on older British cars and motorcycles, they are now used mainly for hiding six-month old Salems from the sort of person who would throw them away for no good reason.

**Drill Press** A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against the Rolling Stones poster over the bench grinder.

**Wire Wheel** Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar callouses in about the time it takes you to say, "George Harrison".

**E-Z Out Bolt and Stud Extractor** A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

**Timing Light** A stroboscopic instrument for illuminating grease buildup on crankshaft pulleys.

**Battery Electrolyte Tester** A handy tool for transferring sulfuric acid from car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

**Phillips Screwdriver** Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips screw heads.

## ***Wanted and For Sale***

**1980 Triumph TR7 Convertible**, 5 Speed Manual, Fully rebuilt engine (less than 1000k on it), New clear coat red paint (done at a Honda dealer with Honda specs, car parked in indoor since), New Tires, Exhaust, Starter, Alternator, battery, Clutch, Breaks, Water Pump and many more, Almost every thing has been changed, Comes with many parts, Looks and drives Great. Asking \$6,000. Mahmoud Elzeftawi , Work phone 765-4986, Home phone 839-9990, E-mail mod\_elzeftawi@hotmail.com

**1967 Triumph Spitfire MK 3**, New Paint / Seats / Soft Top in 1994, Running order, winter stored indoors, selling as is, asking \$4700. Derek Abdalla (kathy@travel-net.com) Come Take a Look, Derek 825-0233

Vivien and Ed Kaye are pleased to announce the arrival of a red 1980 Corvette. Sorry everybody but it was one of those deals that we couldn't let fall through our fingers, we are still "Triumph Fanatics" and will remain so. Seeing as our garages are full, we are offering for sale to OVTC members our beloved **GT6**. It is a **1972 Mk III**, 64,000 miles, BRG, Panasport wheels, Yokahama 195 tires, lots of new stuff and drives great. Please call if you are interested, (613) 692-1880.

## ***Sponsors***

Our thanks to our sponsors who continue to support the club in many ways.

**British Auto Sport** (Fred ), 3354 Dwiggin Avenue, Mississauga, Ontario, Canada. Tel: 1-888-485-2277  
Authorized distributor for TRF, Moss, Victoria British, and Panasport.

**British Car**, PO Box 1683, Los Altos, CA, 94023, USA. The American magazine for Triumph enthusiasts who love English cars. To subscribe call: 1-800-949-9680. Mention the advertisement in our newsletter and get one extra issue free. Rates: 1 year (6 issues) \$22.95 USD, 2 years \$39.95 USD.

**Bytown British** (Ned Loughrey), 1003 Cummings Avenue, Ottawa, K1J 7S2, Tel: 613-744-4900. Repairs to keep your sports car on the road.

**Lant and Company, Insurance Brokers** (Tony Lant, President), Tel: 1-800-461-4099, www.lant-ins.ca  
Representative for Custom Wheels and Silver Wheels Insurance.

**KDC** (Kim Chevalier), 98 Bristol Road, Newmarket, ON, L3Y 8B5. Tel: 1-888-250-4917, www.kdcwear.com,  
Email: info@kdcwear.com Embroidery, Digitising, Screen Printing, and Garment Sales.

The Ottawa Valley Triumph Club is comprised of approximately 65 members. The Club meets at 7:30 p.m. on the fourth Tuesday of each month at the Manordale Community Centre, which is located at the corner of Knoxdale and Carola Roads in the City of Ottawa. Meetings include technical seminars, video presentations, restoration techniques, and much more. The Club also publishes a monthly newsletter, *Overdrive*, which is distributed to members and exchanged with other car 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 applications** to: OVTC c/o Vivien Kaye, 1710 River Road, Manotick, ON, K4M 1B4.

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

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## ***OVTC Executive for 2001***

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