



OVERDRIVE

The Newsletter of the Ottawa Valley Triumph Club

November 2001



The Motor Heritage Museum Triumph Collection

November Meeting

The November meeting will be held at the Manordale location, at 7:30 p.m. We may still be lucky and have a few Triumphs out for the last driveable meeting of 2001. We'll have our 'prodigal' new member, David Delcorde, who will talk about appraisals, and his new sideline. Plus there'll be plenty of other interesting chit-chat (including a discussion of winterization), so come on out — and bring your Triumph if you can (if the roads aren't snow-covered!). Some of our newest members should be on hand to tell us about themselves and their cars. For instance, Paul Beard and his wife Wendy have already been on a club run (to Louis Boucher's last month) in their 1977 Stag. Paul has also done an article about his Stag, which he's had for over 18 years. It'll be in next month's issue. We are also expecting another new member with an equally rare car to be along — Kevin Kealty, who has recently bought a genuine TR3B (TCF series) from his late uncle's estate in NY state.

No December Meeting — Xmas Party to substitute

We are planning our Christmas party for Sunday, December 9th this year. We have the new Manordale Centre on Knoxdale for the afternoon, so plan on arriving between 1 and 2 p.m. It's BYOB, but there'll be hot and cold snacks and pop supplied by the club (we're not afraid of using the new stove like we were the previous one in the old centre!). More details will be discussed next week at the meeting. We're also looking to do the Triumph gift exchange, so if you have a Triumph part or other gift valued at about \$10 that you'd like to exchange, bring it along too. This has been done in past years and is a lot of fun. We might even see about some Triumph video entertainment (Speedvision episodes, maybe?). Be sure to come on out — a good time will be had by all!!

The Motor Heritage Museum at Gaydon by Andrew Miller

I've been over in the UK and France on a fairly tight work/travel schedule for the last two and a half weeks. Sunday October 21 found me in Cambridge with time on my hands. Depending on weather, explore Cambridge or visit Gaydon. (as if there really was a choice?)

Travel time was 90 minutes from Cambridge, through heavy rain, just as I entered Gaydon the skies dried out. I was passed by a Porsche Boxster, then we were both passed by a Lotus (Elise?). Entered the grounds of BMIHT. Found a host of cars on the "Autumn Leaf Run," saw a beautiful pair of Lotus 7 (would that be Lotus 14 perhaps?), Austin 7, TR2 (Yes, a TR2 in BRG) about 20 Fiat X1/9, Stags, Vitesse(s), GT6, Rover P4,5,6, Wolseley something or other, Morgans and some TR4a IRS.



The grounds of Gaydon hold the museum and archives but they also have a kiddy race track and an Adult Land-Rover testing course outside. (David H. you have to go! It looked great!)

I Entered the museum at around 10:00, about 200+ cars — pretty well mint. Some were familiar (first BMIHT re-bodied TR6, TR3A, last Spitfire, Vitesse, Dolomites) some I've only heard of — Gloria, Renown, Mayflower). Some were concept and never actually made it.

The outer perimeter is set up as a 100-year road of time. Everything from the 1896 Starley ROVER bicycle to the 1996 MG-F. It turns out the Rover group started life as the Starley bicycle company and adopted the name of its' best seller — The Starley Rover.



The floor ranges from sand and mud for the early cars to asphalt for the later cars. The inner piece contains a large Landrover exhibit, lots of Minis, lots of MGs, Corgi has a permanent exhibit and really brings back childhood memories. Lots of half-cars spread out (that must be how Haynes get their pictures!), wood & resin molds for engine blocks, sand molds etc.



There were some Gas Turbine experimental cars, incredibly advanced for their time – quite amazing really but you know they're British, the bonnet hold down is a leather strap! There were also some MG land speed record holders from the 50's including a car with a cockpit custom built for Stirling Moss – I gotta believe if he gained a pound the car wouldn't fit. He broke the record at 254.9 m.p.h.

At 11:30 I popped into the movie theatre — they were featuring a movie about the 1956 Monte Carlo Rally. All of a sudden the licence plate OVC 276 appears on screen, couldn't tell who was driving at the time but at the next stop they mention the names Heathcote & Richardson (Heathcote was mentioned first several times, I wanted to tell the others in the room that I *know* Heathcote, but controlled myself). Kit's smile really hasn't changed over the years but it's the first time I've seen him wave (I think he was saying "Hi, Mum"!)

I was just getting set to leave when they started a tour group. The tour guide was very animated and very funny — he was easy to listen to, almost hypnotic. He pointed out lots of interesting tidbits. A dust cap for a tire (oops tyre) valve, roughly 2 inches in diameter, a 'Spragg' brake for the early cars, basically a metal spike like



an anchor to stop cars rolling backwards, and what seemed to be a TR3 child seat (?) A kiddy version of a TR3, the TR3 'Junior'. *Yes, Andre, the GT6 behind it is indeed white! :-)*

At the souvenir shop I was torn, Airfix scale models of Jaguars, TR4A, Minis at ^4.50, all the Corgi models of the James Bond cars, Die cast models of TR3a (Red, BRG, Black and Beige) ^16, shirts ^40, mugs, ads, books, postcards, lots of posters, videos (PAL format only) in the end I picked a hard-copy souvenir catalogue and a CD. The CD includes many photos, small images and low resolution (damn!) but a couple of nuggets a couple of movie files featuring — Heathcote and Richardson in Monte Carlo !

Overall, a very pleasurable 4 hours. Well worth the visit.! Highly recommended. *Andrew Miller.*

Newsletter competition for Ottawa-area car clubs

The Ottawa Citizen is holding their First Annual Newsletter Contest. We will be submitting a few samples to see how we compare to other club newsletters in the area.

Warm Welcome to New Members

Kevin Kealty — TR3B: John Day heard about Kevin from the Triumph Chat List (triumphs@autox.team.net), as he was buying his late uncle's Triumph in N.Y. state and bringing it back to Ontario. At that news, he sent him an e-mail asking where in Ontario he was, and it turns out he's right here in Barrhaven! Hopefully Kevin will be along at the November meeting, as he intends on joining the club. Another rare Triumph has arrived in Ottawa!

A list of Triumph 'Firsts' (John MacCartney, BMIHT)

John, a frequent contributor to the Triumph List, sent in a list of technical innovations by Standard-Triumph from years gone by. Who said it was an old-fashioned company? Some of the firsts include:

- First British mass-produced sports car with front disc brakes (TR3);
- First British mass-produced car with 16 valve engine (Dolly Sprint)
(Yes, I know the Ford Escort was a year earlier but this was to special order only and the Dolly was a production car from the outset);
- First British manufacturer to offer fuel injection;
- First British manufacturer to offer opening sunroof on a saloon as standard (Herald 12/50);
- First British manufacturer whose whole car product range had independent suspension on all 4 wheels by the mid sixties;
- First British manufacturer to offer a car with a forward hinging front end (Ferguson tractor got there 10 years or more earlier);
- First British manufacturer to pioneer multi-position driving seat allied to multi-adjustable steering (tilt and telescope) on 1300 front wheel drive;
- First British manufacturer to offer multi-cluster warning lights in one binnacle;
- First British manufacturer to offer switchgear graphics in place of words (even if no-one could understand them — Herald);
- First British manufacturer to offer overdrive as an option across the whole product range (Herald, TR, Vanguard);
- First British manufacturer to offer a small saloon with a fuel tank range in excess of 500 miles without re-fuelling (1300 again);
- First British manufacturer to offer a car in which a heater, hub caps and passengers' wiper blade as optional extras (Standard 8);
- First British manufacturer to offer a car that was wetter on the inside than on the outside in a downpour (Herald).

Tech Tip on removing paint during your restoration by Mike Graham

Funny where you pick up useful tips sometimes. I was speaking to a friend one evening who has just finished building his own plane and the conversation turned to cars (naturally). When he learned that I was just about to start stripping the paint on my GT6, he suggested that I use plexiglass to scrape off the paint after it had been softened by the paint remover. I can now report that this is, in fact, an excellent "tool" for scraping paint. I cut the plexiglass into about 3 by 4 inch chunks. Not only were the scraps of plexiglass free, but they are much superior to the metal scrapers I tried for comparison. The plexiglass does not scratch the metal and removes the paint easily. If you have a contour to scrap it is easy to cut the plexiglass to fit that as well. If you are removing paint, give it a try. I think you will find it to be very effective.

The Annual Winterization Technique Debate

As the season draws to a close and we put our cars away for another season, there begins again the debate about HOW to best store our cars for the season. This is a common theme for many car clubs in northern climates, and there are about as many philosophies for storage as can be imagined. Andre Rousseau raised this issue at our last Executive meeting and we immediately started to give him some advice. However, we felt that this might be a topic of general interest to club members. Andre has agreed to collect tips from various sources and to lead a discussion at the next club meeting on 27 November. The results of the session will be published in the December newsletter.

'Life and Times' episode on Ernie 'Mr. Dressup' Coombs – and his TR3A:



A recent episode of CBC's biography series *'Life and Times'* featured the career of Ernie Coombs, alias Mr Dressup. Part of the archival footage of his life featured a clip from 1981(?) Where he is emerging from his garage, in which is parked a white TR3A! Unfortunately, I (JD) missed seeing just how he arrived in the garage (in the 3A?), but it was interesting to see a Canadian celebrity owning a TR. Most of us know of Pierre Trudeau's Mercedes 300SL, but not many other Canadian figures are known to have had sports cars. As it turns out we have a local contact to this TR3!

Mr. Dressup's Former TR3A or A "Triumph" Of Class by Roly Mailloux

In late August, on my way to the British Car Classic at Bronte in my '65 Spit, I visited my sister in Barrie. Whilst there I checked out the flea market (mostly American Metal) at nearby Burl's Creek. I couldn't help but notice that my sister's fiancée, Sandy Smith, was the proud owner of a 1959 Triumph TR3A. I asked Sandy how he came to own such a fine looking sports car. He told me he acquired it from Ernie "Mr. Dressup" Coombs, about 15 years ago, while he worked with him at CBC studios in Toronto. Ernie gave it to him in exchange for restoring an old bellows camera. Of course the car needed a little TLC to get it up and running properly. A new radiator, fuel tank, exhaust system, rear axle, TR6 wheels and a fresh paint job were all that was needed.



Apparently the Triumph was purchased by Mr. Coombs (recently deceased) in 1967 from a California owner. It's original colour was red. During it's lifetime it has been repainted several times i.e. green, then white and is presently blue with white skirts. Unfortunately, in spite of the fine weather, we were not able to take it out for a run due to a faulty starter.

Sandy is looking for a buyer as he has recently converted his garage into a woodworking shop. The TR3A has been in storage for the past few years and besides the starter the carpets and seat pads would need to be fixed up. Oh, and by the way John, it does come with side curtains for those nastier days when one gets caught in a downpour. A "Triumph" of class! A gentleman, Mr. Dressup, passes on, but the TR3A still has many more miles to go ...

January Meeting — Scheduled for January 22 at the clubhouse. Agenda to follow in a future newsletter.

2002 Triumph Calendars

We have bought a limited number of 2002 Triumph calendars from a Florida-based supplier. If you are interested in buying one contact Ed Kaye via e-mail at njkid@cyberus.ca first come first served. They should be here within two weeks and are priced at or about \$22.00 Canadian depending on shipping costs. This includes a quantity discount as negotiated with the seller. Thanks!

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 765-4986, Home 839-9990, (mod_elzeftawi@hotmail.com).

1967 Triumph Spitfire MK 3, New paint, seats, and 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.

TR7 Block, I'm looking for a re-buildable TR 7 block. Doug Cane, Mississauga, Ontario, (905) 821-7537, (doug.cane@sympatico.ca).

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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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