



# OVERDRIVE

*The Newsletter of the Ottawa Valley Triumph Club*

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*January 2003*

## *Letter from the editor*

**A happy new year to all of the membership!** I hope you had a nice Christmas, We had some excitement at our house, which I'd like to share with you.

What's Christmas without watching the Chevy Chase National Lampoons movie? It's my favourite part of Christmas; it's a relaxing laugh amidst the stress and hassle of the Christmas season. I love the part where the Christmas tree blows up, the sewer gas explodes. What can be more exiting during the festive holidays? This year, to follow up in Chevy's foot steps, we've had the opportunity of re-enacting our very own emergency, almost disaster, scene here at home.



[mvtech.com](http://mvtech.com)

It happened a week before Christmas, just before bed time. For some reason, Wilf decided to step outside to check things out. His urgent call made me run downstairs and out onto the drive way. On my way down the basement stairs, the stench off gasoline hit me immediately. Wilf was running by me at top speed, carrying a fire extinguisher in each hand, opening all the windows, yelling: "Emergency, we're in trouble; gasoline is running into the drainage". I couldn't believe what I was hearing, but a look under the Hyundai immediately told the story. It was leaking petrol. The car had been parked half way under the car port, just over the spot where the drainage system was guiding excess water, into the sump area of the house. From this sump hole, a pump always delivered the water outside to a low lying area. Now, gasoline was draining into this drainage system. Gasoline fumes were accumulating in our basement, family room, making their way up the stairs into the upper areas of the house. To make matters worse, we always have a cosy wood fire in the wood stove, that's located in the basement family room. We rushed around the house, opening all the windows and doors, letting the fumes escape. Wilf immediately got busy, moving the Hyundai into the garage, jacking it up, checking out the problem. Just recently, he'd installed new brake and fuel lines. A clamp worth about 25 cents, holding the fuel line together, had broken, causing the leak. I rushed around mopping up gasoline out of the drainage hole and then, using some old towels, tried to soak up gasoline, from the drive way. All of this during freezing Ottawa temperatures! We now have nicely polished and clean gravel. What did we learn from this lesson? A fuel leak can happen anytime, anywhere. When parking a vehicle, be aware of where the fuel would be draining too.

## *Letters to the editor*

Hi Liv, Glad to hear nothing serious happened. One wrong spark and you could have easily visited Minneapolis the hard way. I hope the rest of your holidays are less exiting.

Bill Gingerich, Minneapolis, Minnesota

Hi Liv; I would like to submit the following in the hope it might be included in an issue of Overdrive.

Remember the Richmond car show in June? I understand this is organized by the OVTC and what a good show it is; for car enthusiasts of any marque or era, it's definitely worth attending. However, something always seems

missing. As I look around and see who is present at each of the shows, it seems to me in my potentially incorrect mind that I only see people who have brought their cars to the show. As far as I can tell, no-one else shows up.

In my humble opinion, a car show is not necessarily confined to a group of enthusiasts getting together for a nice day out, looking at each other's cars and socializing. In order to benefit the club and many other individuals and groups, it strikes me that this show could be so much more than it already is. I congratulate everyone who has done such a splendid job to organize and carry out this show, but somehow I think it needs more. I believe it needs to be publicized heavily as a family event for walk-in traffic, with other attractions and more vendors. Perhaps it needs a variety of vendor-types in order to keep the interest of family members that might be less interested in the vehicles and maybe a further benefit could be some kind of fund-raising for a charity. I do have a vision, however, of that show being one where we can promote the cause of special-interest vehicles while ensuring it gives non-enthusiasts a really good day out at an interesting, family-focused and enjoyable day out. Any discussion?

Tim ( the editor had to cut this letter, the original letter will be available at the January meeting }

## ***CarNut? Motorhead?***

***By Paul Mac Donald***

People say those words like they are a bad thing....if they are; there are a lot of us in trouble.

1 Did you ever make model cars? -- do you still have them in your basement?

2 Is the number of cars or hulks you own no longer limited by your lack of storage space? (what neighbors)

3 Did many of your new cars need to be towed home?

4 Do you still have Dinky toys? ....That you bought recently?

5 Do you have enough car parts to almost build another car -- another two?

As part of Livia's "True Confessions" series (I won't be the only one will I?), here is a bit of background on how I ended up with 2 TR8s, 2 TR7 parts cars, an MGB and two real cars that sit in the driveway all winter. I bought my first British car in 1972 after helping a friend rebuild his Triumph motorcycle engine in his kitchen. Haven't we all done that? Turned out that under the tarp in his driveway was a 1953 MGTD, and when he got transferred out of town, he sold it to me cheaply. I should have realized when we pushed the car out of his driveway and into my father's that British cars are not always for driving. The TD never did see the road under my ownership, but the Doctor from Toronto that bought it had a big smile on his face when he carted it off about 6 years later.



My next British adventure was later in 72 when I bought myself an MGB to replace the Triumph motorcycle that I had been driving year round. At that time, everyone was taking a year off to hitch hike across Europe and I knew, that I would never return to Engineering at Waterloo if I took a year off, so I bribed myself with a sports car. I almost bought a 1965 Healey 3000 for nearly the same price, but I called the insurance, and the MG was half the cost for insurance.

Seems like I have had an MGB almost continually since then, and at last count, had owned 19 of them. At one point, I owned 7 at once.... 6 MGB Limited editions and a GT. I still have one of the LE's. I have always toyed with the idea of putting a V8 in an MGB, but just couldn't see myself hacking two cars to make one, and "the opportunity presented itself" (the story of all my cars) to buy a TR8 that was one step away from the wrecking

yard. The car was in a compound in Virginia, with no wheels or tires on it, and hadn't been started for 3-4 years. I towed it home (sound familiar?), and after 9 years of ownership and a change of color, it is my black car. When I first bought the car I didn't really like the shape, compared to the rounded lines of the MGB, but the shape has definitely grown on me and I am now considering selling the MG to get another TR8....a coupe.

The other TR8 that I have is a similar story of a car ready to be scrapped. I dragged it home from Long Island New York about 5 years ago. As with the black car, I decided to change the color of this one too. It used to be gold, and it's now another one of the colors that were available when they were new, Carnelian Red. It is finished and should hit the road in 2003.

Not only am I up to my eyeballs in cars for a hobby, but that's what I do for a day job too. I started in 1974, after graduation at DND, writing specification for heavy trucks and special vehicles; I now manage the area in Public Works that buys all cars and trucks for the federal government  
So,.... Carnut .... Motorhead..... Guilty!

### *Summit Point Race track*

*By Ed Kaye*

My most favourite type of car event is exactly what Watkins Glen is all about, you have read about it in past editions of "Overdrive". Last September, as I was reading through the program, I saw that another similar event, although on a much smaller scale, would be taking place in early October in West Virginia, at a place called Summit Point Race track.



Hey, I thought, I wasn't too busy, and it would also provide me with an excellent opportunity to visit friends in northern Virginia, and some late season golf. I arranged to meet one of my buddies at the track, which is about an hour west of his house, at



9:30 AM, That meant, I figured, leaving home at 1:30 AM, the drive was uneventful with the exception of early morning fog thru the hills of Pennsylvania which slowed me down to posted speed limits. I arrived to bright warm sun only five minutes late! But, I was there ten minutes ahead of my buddy.

He had warned me that the track was in no way comparable to The Glen so my expectations were low. It was however much better than I expected, it was only two miles in length and easy to walk with no restricted access. The best viewing area was in stands which overlooked a series of six turns leading into a long straight-away. The racing was fast and furious with numerous fender benders, spin-outs, and even a full scale wreck. The groups were numerous, and included Triumphs, Porsches, Morgans, Mini's, Lotus, Lola's, Elva's, Jaguars, Chevrons, March's, etc. There were even some American Nascar type cars which made for some highly entertaining bouts. It was a full day of racing, dust, sun and beer, what could be better than that? Was it worth the long drive - definitely not, but with my added agenda it was a great excuse for an impromptu holiday.

A few days later I left Northern Virginia for the long drive home, unlike any other previous departure; with less than a quarter tank of gas! My intention was to drive as far north as possible before tanking up. Whilst I was there the "snipers" had claimed four lives and were still at large. Oddly enough my route was in and around exactly where they were, including the rest area that I stopped at is exactly where they were finally caught.

## *Triumphs in Mozambique and South Africa*

*By Michael Graham*

Ok, so the title is a bit misleading....I didn't actually see any Triumphs in Mozambique (or Angola) on my last trip so Southern Africa, but I have some Triumph-related gossip in any case. First of all, when was the last time you were in Maputo, checking into your hotel, when a fellow member of the OVTC walks up and says hello? Well, it happened to me in November, when Gord Robertson and I both happened to be in Mozambique, staying at the same hotel, actually working with the same organization in Maputo ( but on two different contracts, with two different Canadian organizations). It was great to see a friendly face and have a companion for a few meals and refreshments in the evening. Just to make the OVTC connection even stronger, Roly Mailloux's daughter had just come back from Mozambique a couple of weeks before Gord and I were there. Perhaps, we should consider establishing a sister club in Maputo!



After my business (and socializing with Gord) were completed in Mozambique, I was off to Angola for 5 days. No Triumphs here at all (at least that I saw), and nobody else from the OVTC....a bit disappointing. On my way home, I was routed through South Africa and paid a visit to my friends Chris and Marlene De Wet, who live about 90 minutes out of Johannesburg. I had visited them 2 years earlier and was anxious to get a drive in Chris' 1956 small-mount TR3, but typical of all of us who own and drive TR's, Chris was undertaking some repairs when I visited. Sooner or later he'll get that car running, so he doesn't need to put up with me any more!

Chris has added (and in fairness, subtracted) from his Triumph fleet since my last visit. Gone are a Herald and some parts cars, but added was a nice 1967 GT6 9. Doors were being test-fitted in his Spitfire to see what they would look like at the time of the picture.

Most exciting of all, however, is his coming acquisition of a 1935 Triumph Southern Cross that he is getting from New Zealand. It has taken about one year to complete the negotiations, but a trade was finally made for the Southern Cross in return for a 1933 right-hand drive Chevrolet three-window Coupe, (which is seemingly also very rare). Guess, I'll have to head back once again to get some pictures of the Southern Cross....in about 10 years or so, maybe I can even get a drive in it.

As was the case during my last visit, Chris and Marlene, as well as daughter Wendy and Chris's Mum and Dad, were tremendous hosts and made me feel both welcome and at home. We had a couple of great days and evenings together and had lots of fun talking Triumphs past, present, and future. Marlene pitches right in to make things work out smoothly.....in this case a South African BBQ (called a braai).

We spent time looking at the various OVTC pictures I had downloaded onto my laptop.... now Chris knows what several of you look like. Chris was especially pleased to receive the TR3 speedometer that Tim Dyer had donated to Chris and that I took with me in my suitcase. (Was a little interesting trying to explain that showing up on the X-ray of my suitcase to Portuguese-speaking security staff!) Chris will also be sporting the latest OVTC t-shirt and displaying our decals on the windscreens of his car. He reported that at a recent club meeting people thought he was from Canada because he was decked out in OVTC regalia.

Finally, a big BAIE DANKIE ( Afrikaans for thank you) to Chris, Marlene, Wendy, and Chris's Mum and Dad for making my stay so much fun. And just in case Chris reads this article....remember the red OVTC hat belongs to Wendy!

## *A visit to the land that spits fire*

*By James Carruthers, reporting from London, England*

Cough> Pardon the pun...

I spent last weekend walking and driving around Wales. Why would I want to do this in November when it's cold and potentially going to bucket it down?

Well, it was because the World Rally Championship was taking place.

If anyone has the opportunity to attend this event, and decided not to because it seems quite a lot of hassle, I beg you to change your mind, it was great. As long as you don't mind walking (a lot!), it's a great weekend.

However, a word of caution: Don't under any circumstances, decide to cross a valley from one side to the other just because "it doesn't seem that far" - because it will "seem that far" - and you're likely to fall into various streams along the way and get rather wet. Ironically, this was the only time I got wet, as it didn't rain all weekend.

Not only do you get to do a lot of walking, you get to do a lot of driving (easily over 600 miles for the whole weekend - from London, anyway). Which is a good thing in Wales, as it's all "3rd gear driving", and because the scenery is amazing. A particular road that goes over the Black Mountains is incredible in its beauty. The "pace" notes we were given with the purchase of our tickets, took us over along this road in the morning, and then back over at night, which was very spooky, with rolling mist right at the top. The visibility was restricted to the 2 cars in front of me - and this was a very twisty road!

In fact, getting from stage to stage is an event in itself, huge convoys of rally spectators speeding from stage to stage to get there in time. You also get to see the sheer stupidity of drivers (often in Subaru Impreza look-a-



likes) - doing blind overtaking manoeuvres - though everyone respected that mountain - I'm guessing, because of the pretty, sheer drop on one side - and all the hairpins too. Oh, by the way, you *\*will\** get tired of your navigator shouting out: "hard left!", "hairpin right!", and "over crest-in-to-long-right".....Oh, and if you plan your route right, you get to drive with the actual rally cars! My claim to fame is that I went around a roundabout and then overtook Markko Martin in his Focus. It was quite surreal when he pulled alongside us at a roundabout. Then Carlos Sainz buzzed past on the inside lane.... you don't get that with Michael Schumacher....

Some photo's I took can be seen at

[http://www.pbase.com/jcarruthers/wrc\\_wales\\_2002](http://www.pbase.com/jcarruthers/wrc_wales_2002)

James1977 Pimento Red Spit...(Probably quite happy that I didn't take her to Wales. BTW, anyone who doesn't get the pun, the Welsh flag has a red dragon on it....

## ***Upcoming events***

January meeting: 28<sup>th</sup>. At 7.30 topic: Brian Mills speaks on differentials.

February meeting: 25<sup>th</sup>. 7.30 pm topic Kit Heathcote presents his Triumph history with Standard Triumph

March meeting: March 24<sup>th</sup>. 7.30 Wilf Haasper speaks on body restoration

Ontario Performance Rally series..... High speed races down closed roads  
Perce-Neige February 08/2003 , Manawaki, PQ. (CRC) [www.rallysport.on.ca](http://www.rallysport.on.ca)

Ontario Road Rally Cup series.....Challenging Navigational Event for everyday cars  
Ontario Winter Rally, February, 15, 2003 .....Maple Leaf Rally Club, Robertson Kelly  
Robertson Kelly [rikelly@sympatico.ca](mailto:rikelly@sympatico.ca)

Boot'n Bonnet Auto-Jumble in Kingston, April 6, 2003, 10.am. Mike Daniels 613 592 5408

First OVTC "Fun Drive" of 2003, in the Lanark Highlands, to be arranged

The Seventh Annual British Car Week - May 24 to June 1, 2003. British Car Week is the ongoing tradition of spreading awareness of classic British automobiles. [BritCarWeek@arczip.com](mailto:BritCarWeek@arczip.com)  
<http://users.arczip.com/zntech/britishcarweek.html>

June 22, 2003 OVTC Richmond car show, details to be arranged.

### **Vintage Festival Mosport June, 26<sup>th</sup>. – 29<sup>th</sup>., 2003**

In case you have not heard, the Friends of Triumph are organizing a major race event in 2003, this one will be at Mosport International Raceway. We are pulling out all the stops, all racers and Triumph fans will be treated to seeing lots of track time for lots of Triumph race cars. This is shaping up to be huge Triumph event.

Contact Russ Moore, Event Coordinator  
607-539-7442 between 7-10PM eastern time  
[rem9@sunlink.net](mailto:rem9@sunlink.net).

The Friends of Triumph, in conjunction with VARAC and Mosport International Raceway are pleased to confirm the 2003 International Triumph Challenge. Racing Triumphs of all levels of preparation are invited to come and participate at Mosport on June 26 -29, 2003. The Vintage Automobile Racing Association of Canada (VARAC) has named Triumph the featured marque of it's annual Vintage Festival, and is working with the Friends of Triumph to ensure a successful event. Upon seeing the excitement and enthusiasm we brought to Mid-Ohio last year, VARAC and Mosport are offering an additional practice day for us, making the event a full four days, a first for the Vintage Festival!

VARAC hosts a handful of Vintage and Historic classes, so we are assured plenty of track time for all racers. We will have a VARAC driving instructor with decades of experience at Mosport in attendance for those of us who have not had the pleasure of experiencing the track at speed.

The Toronto Triumph Club and the British Saloon Car Club will be hosting a Peoples Choice car show. Plans are also in the works for an autocross and/or a road rally for those interested in sharing in the fun. This event will mark the return to North America by the Brits, last seen at Mid-Ohio in 2002. As of this writing they are

over committed for their car transporter, so we are sure to see a good showing of entries from the UK. Rumor has it they are working on hiring a second transporter! Inquiries indicate that there may be other countries represented.

VARAC has agreed to allow any level of race car preparation, from Vintage through current SCCA spec, as long as the car runs on treaded tires. Fuel cells and proper roll over protection required. If your race car is Triumph powered, it is most probably eligible to run this event. Drivers should have credentials from any VMC member organization or SCCA. Any questions on car or driver eligibility should be directed to Russ Moore. Commitments are already in place for several very significant Triumph race cars to be in attendance, on track as competitors or pace cars. For up to the minute information, visit these websites - Friends of Triumph, [www.fot-racing.com](http://www.fot-racing.com); VARAC, [www.varac.ca](http://www.varac.ca); and Mosport International Raceway, [www.mosport.com](http://www.mosport.com). This is going to be the event of the season for Triumph racers and fans. Plan now to attend!

Henry Frye, #04 TR4, Event Media Coordinator

## *Classifieds*

### *Wanted*

**TR3 front bumper brackets** for license plate needed. Also looking for a Clip/bracket to mount a 2- hole badge on a Moss Motors badge bar.

Bill Klausman

Email: [billklausman@msn.com](mailto:billklausman@msn.com)

### *For sale*

**Airtight wood stove for sale.** ULC certified. Perfect for heating a garage, workshop, or recreation room. Asking \$150. Mike Graham, 613-258-2901, [mgraham@achilles.net](mailto:mgraham@achilles.net)

**TR3A restoration project for sale.** Two cars to make one great one and many extra parts. Wire wheels and steel wheels, overdrive. Some of the additional parts include extra radiators, doors, trunk lids, hoods, instruments, generators, and many more. Includes engine stand for removed engine. One excellent chassis, one very good one. Perfect inner fenders, but floors, rocker panels, etc. will need work. Complete the restoration, then make a fortune selling the extra parts. Free delivery to Ottawa area. \$ 3 000.--firm. Call Tim Dyer, at 613 257 4126 or e-mail me at

[kingscreektrees@aol.com](mailto:kingscreektrees@aol.com)

**1980 Triumph TR8 convertible.** 3.5L V8; 5-speed trans. Great condition, inside & out. Year-old paint (Poseidon green) & new interior (tan). 60K miles. No rust, dents or dings. Garage kept. Some engine upgrades, including Malory ignition, Holley carb. 14-inch mag rims & new tires. Car cover. Some spare parts. \$9,600, or best offer. E-mail at [tom.gillespie@ncmail.net](mailto:tom.gillespie@ncmail.net) or call 336-879-7202 (M-F 7:30 a.m. - 4:30 p.m.)

**Goodyear G800 Redline radial tire,** size 185-15 in excellent condition. I think that this tire was originally my TR6's spare. It does not seem to have ever hit pavement. No tread wear to speak of and sidewalls are not cracked. Also, a set of original (72 TR6) lap-only seat belts and original set of seat diaphragms in decent condition. I need room so make me an offer. Alain 613-742-1557.

**Wanted for 1972 TR6** Bucket seats, dash pad, and convertible top boot, all black, preferably. Or would consider parts car.

519-936-1959, London, Ont. email: [petty43car@hotmail.com](mailto:petty43car@hotmail.com)

Please submit your classifieds to the editor. I will be compiling a new listing of want ads in the issues to come

## *Our Sponsors*

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

**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.

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Email: [info@kdcwear.com](mailto: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 pm 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 \$ 60.00 per year, corporate. **Please send membership applications** to: OVTC c/o Vivien Kaye, 1710 River Road, Manotick, Ont, K4M 1B4

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

## *OVTC Executive for 2002-200*

### *President*

Andre Rousseau – Tel: 613-590-7365; Email: [andrer@mac.com](mailto:andrer@mac.com)

### *Past president*

Stephane St-Amant – Tel: 819-643-9047; Email: [steph71tr6@crosswinds.net](mailto:steph71tr6@crosswinds.net)

### *Treasurer and membership*

Vivien Kaye – Tel: 613-692-1880; Email: [njkid@cyberus.ca](mailto:njkid@cyberus.ca)

### *Newsletter editor*

Livia Haasper – Tel: 613- 257-5742; Email: [wilivhaasper@sympatico.ca](mailto:wilivhaasper@sympatico.ca)

### *Social*

Louis Boucher – Tel: 819-682-0707; Email: [louisboucher@videotron.ca](mailto:louisboucher@videotron.ca)

### *Regalia*

Roly Mailloux – Tel: 613-226-8708; Email: [rdmailloux@sympatico.ca](mailto:rdmailloux@sympatico.ca)

### *Webmaster*

Andre Rousseau – Tel: 613-590-7365; Email: [andrer@mac.com](mailto:andrer@mac.com)

Please send submission Please send submissions for **OVERDRIVE** to Livia Haasper, 6<sup>th</sup>. Line Beckwith Tp. # 2481, R.R. 6 Smiths Falls, Ont. K7A 4S7. Tel. 257 5742, Fax.613 2571135, email [wilivhaasper@sympatico.ca](mailto:wilivhaasper@sympatico.ca)